

PENINSULA REGIONAL TRANSPORTATION PLANNING ORGANIZATION

# **Regional Human Services and Public Transit Coordination Plan UPDATE**

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**Nelson | Nygaard**  
consulting associates



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# **Chapter 1. Introduction**

## **Project Background**

The Peninsula Regional Transportation Planning Organization (PRTPO) obtained assistance from Nelson\Nygaard Consulting Associates to update the Regional Human Services and Public Transit Coordination Plan for Clallam, Jefferson, Kitsap<sup>1</sup>, and Mason Counties, previously completed in 2007. The update builds upon the findings from the original plan, and also contains an expanded needs assessment, a more recent description of potential service strategies, and the results of prioritizing those strategies.

This plan was originally prepared in response to federal legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which authorized funding for federal surface transportation programs through Fiscal Year 2009. Starting in Fiscal Year 2007, projects funded through three programs authorized by SAFETEA-LU and administered by the Federal Transit Administration (FTA), including the Job Access and Reverse Commute Program (JARC, Section 5316), New Freedom (Section 5317) and the Formula Program for Elderly Individuals and Individuals with Disabilities (Section 5310) are required to be derived from a locally developed, coordinated public transit-human services transportation plan. Furthermore, the Washington State Department of Transportation (WSDOT) ties the use of state grant funds it administers to the completion of a coordinated the plan, as well as federal rural transportation funding through the FTA Section 5311 program.

SAFETEA-LU guidance issued by the FTA indicates that the plan should be a “unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited income, laying out strategies for meeting these needs, and prioritizing services.”<sup>2</sup> The FTA issued three program circulars, effective May 1, 2007, to provide guidance on the administration of the three programs subject to this planning requirement.

These circulars can be accessed through the following websites:

<a href="http://www.fta.dot.gov/laws/circulars/leg_reg_6622.html">http://www.fta.dot.gov/laws/circulars/leg_reg_6622.html</a>	Elderly Individuals and Individuals with Disabilities
<a href="http://www.fta.dot.gov/laws/circulars/leg_reg_6623.html">http://www.fta.dot.gov/laws/circulars/leg_reg_6623.html</a>	Job Access and Reverse Commute
<a href="http://www.fta.dot.gov/laws/circulars/leg_reg_6624.html">http://www.fta.dot.gov/laws/circulars/leg_reg_6624.html</a>	New Freedom Program

The three federal programs subject to the plan are described below.

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<sup>1</sup> This plan does not include the urbanized areas within Kitsap County; it only pertains to the rural areas of the county.

<sup>2</sup> Federal Register: March 15, 2006 (Volume 71, Number 50, page 13458)

## **FTA Section 5310**

### **Elderly and Disabled Specialized Transportation Program**

Funds for this program are allocated by a population-based formula to each state for the capital costs of providing services to elderly persons and persons with disabilities. Typically, vans or small buses are available to support nonprofit transportation providers; however, Section 5310 funding can also be used for operations if the service is contracted out. A local match of 20% is required. This program is administered by the Washington State Department of Transportation, which distributes funding on a competitive selection process.

## **FTA Section 5316**

### **Job Access and Reverse Commute (JARC) Program**

The purpose of the JARC program is to fund local programs that offer job access services for low-income individuals. JARC funds are distributed to states on a formula basis, depending on that state's rate of low-income population. This approach differs from previous funding cycles, when grants were awarded purely on an "earmark" basis. JARC funds will pay for up to 50% of operating costs and 80% for capital costs. The remaining funds are required to be provided through local match sources.

Examples of eligible JARC projects include:

- Late-night and weekend bus service
- Guaranteed ride home programs
- Vanpools or shuttle services to improve access to employment or training sites
- Car-share or other projects to improve access to autos
- Access to child care and training

Eligible applicants for JARC funds may include state or local governmental bodies, Metropolitan Planning Organizations (MPOs), RTPAs, Local Transportation Commissions (LTCs), social services agencies, tribal governments, private and public transportation operators, and nonprofit organizations.

## **FTA Section 5317 New Freedom Program**

The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the workforce and full participation in society. The New Freedom Program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA).

New Freedom funds are available for capital and operating expenses that support new public transportation services and alternatives, beyond those required by the ADA, that are designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services. The same match requirements for JARC apply for the New Freedom Program.

Examples of eligible New Freedom Program projects include:

- Expansion of paratransit service hours or service area beyond minimal requirements
- Purchase of accessible taxi or other vehicles
- Promotion of accessible ride sharing or vanpool programs
- Administration of volunteer programs
- Building curb-cuts, providing accessible bus stops
- Travel training programs

Eligible applicants may include state or local governmental bodies, MPOs, RTPAs, LTCs, social services agencies, tribal governments, private and public transportation operators, and nonprofit organizations.

As outlined in PRTPO's previous Coordinated Plan, its purpose continues to be:

- Identifying a set of transportation priorities and projects that improve mobility and access to transportation by people residing or traveling in and between Clallam, Jefferson and Mason Counties and rural areas of Kitsap County, including tribal lands
- Improving coordination between transit and human service transportation
- Guiding coordinated transportation activities of the PRTPO for the next two years
- Supporting the successes of existing coordinated transportation projects
- Meeting the requirement of funding sources for a coordinated transit and human services transportation plan
- Positioning the counties within the RTPO's designated area to receive funds when SAFETEA-LU is reauthorized

WSDOT has issued guidance requiring that Coordinated Public Transit Human Service Transportation Plans be updated in order to coincide with the upcoming coordinated grant cycle, with new funds anticipated as of July 1, 2011.

## **Stakeholder Participation and Public Involvement**

Stakeholder involvement is an important element of this plan, and is required by SAFETEA-LU. The following steps were taken to solicit meaningful input for the plan:

- **Identified and contacted stakeholders:** The consultants prepared a spreadsheet with contact information of relevant stakeholders, which was revised with input from PRTPO staff and project stakeholders. This list has been used to notify all of the stakeholders about project milestones and meetings.
- **Consultation with tribes:** Steps were taken to solicit input from all of the designated Native American tribes within the PRTPO region. Tribal representatives were asked to review the portion of the previous plan describing the tribe, existing services, and unmet transportation needs; as a result of their input, revisions were made to the unmet transportation needs section as this information was incomplete for many of the tribes in the previous plan.

- **Conducted approximately 11 stakeholder interviews:** The consultants collaborated with PRTPO staff and others to identify key stakeholders to be included during the development of this plan. Approximately 11 interviews were conducted with 13 people to solicit information on existing transportation services and unmet transportation needs. Stakeholders included representatives from transit agencies, human service organizations, and area tribes. Table 1-1 below outlines those who were interviewed.
- **Convened two kick-off meetings:** Two local meetings were held to introduce the project, encourage participation, and solicit input regarding existing transportation services, unmet transportation needs, coordination opportunities, emergency planning and criteria for prioritizing transportation projects in the region. The meeting for Mason and Kitsap Counties was held in Shelton on June 21, 2010 and the meeting for Clallam and Jefferson Counties was held in Port Angeles on June 23, 2010. . The agenda and sign-in sheets indicating those who attended are included as Appendix A.
- **Conducted county-level meetings.** Potential project sponsors met at the county level to define and describe potential grant applications specific to their county. These meetings were convened and hosted as follows: Clallam and Jefferson stakeholders met together at Clallam Transit on August 20, 2010 from 10:30-12:00, and Kitsap and Mason County stakeholders met together at Mason Transit on August 26, 2010 from 10:00-12:00. Attendees filled out a template articulating proposed transportation projects. At the meeting, participants selected two attendees from each county to attend the regional meeting on September 8, 2010. These included: Terry Weed from Clallam Transit and Janet Parris from Olympic Area Agency on Aging representing Clallam County, Dave O'Connell from Mason Transit and Margaret Foley from the Squaxin Island Tribe representing Mason County, Danielle Priest from Kitsap Transit and Colleen Clark from Paratransit Services representing Kitsap County, and Peggy Hanson from Jefferson Transit and Rita Houston from OlyCAP representing Jefferson County. A summary of identified projects is included in Chapter 6, and all project templates are included as Appendix B.
- **Convened regional workshop.** Each project sponsor presented and described their project applications to the group. In a group exercise, selected representatives assigned each project with a ranking of A, B, C or D, with "A" representing those projects considered the highest priority. Prior to the workshop, WSDOT "assigned" a certain number of A, B, and C projects for each region, based on that region's proportionate share of population groups included in the plan. Based on WSDOT guidance, the PRTPO was allotted 6 "A" Projects, 5 "B" projects and 5 "C" projects. The goal for the workshop was to reach consensus on the list of prioritized projects to be submitted as part of the Coordinated Plan that is consistent with guidance issued by WSDOT. Consultant staff facilitated the discussion in order to seek consensus on the ranking. Criteria used at the workshop to develop the rankings were the same as used for the last funding cycle, and as included in the previous Coordinated Plan.

Meeting agendas and sign in sheets are included in Appendix C.



**Figure 1-1 Interviewed Stakeholders**

Name	Affiliation
Major Jim Baker	Salvation Army
Ed Bowen	Veterans Advocate
Willie Burer	Clallam County Department of Health and Human Services
Margaret Foley	Squaxin Island Tribe
Rita Houston	OlyCAP
Ann Kennedy	Paratransit Services
Patti Kliet	Faith in Action
Lennea Magnus	Skokomish Tribe
Dave O'Connell and Barbara Singleton	Mason Transit
Patty Perry and Leigh Kennel	Jefferson Transit
Sally Santana	Community Transportation Committee

## Report Outline

This report incorporates information included in the original plan, but it has been updated using more recent demographic data and consultation from local stakeholders. In addition, new maps have been created to show the boundaries of the PRTPO area and existing transportation services.

This report document is organized as follows:

- **Chapter 1: Introduction** presents the project background, a description of the public and stakeholder outreach process, and a report outline
- **Chapter 2: Regional Overview and Demographic Summary** includes a demographic profile of the Peninsula's counties, which was prepared using U.S. Census data. This chapter establishes the framework for better understanding the local characteristics of the study area with a focus on those with special transportation needs: persons with disabilities, older adults, people with limited incomes, and youth.
- **Chapter 3: Existing Transportation Services** documents the range of public transportation services that exist in the four counties. These were identified through review of the previous Coordinated Plan, local stakeholder interviews, and consultation with public transit agency representatives. It includes maps of existing transportation services in each county.
- **Chapter 4: Emergency Management/Planning** discusses how local transportation providers and, where applicable, local tribes, collaborate with local emergency management agencies, and presents examples of such collaboration.
- **Chapter 5: Unmet Transportation Needs** is a transportation needs assessment. It is the basis for developing proposed transportation strategies and programs. All proposed transportation projects must address an identified transportation need.
- **Chapter 6: Proposed Transportation Solutions/Projects** outlines the transportation projects that were identified to address unmet transportation needs. These strategies are

intended to mitigate the gaps discussed in Chapter 5. The chapter includes a description of the process by which these projects were identified.

- **Chapter 7: Regional Transportation Priorities** describes the process and results of prioritizing proposed transportation projects.

## **Chapter 2. Regional Overview and Demographic Summary**

### **Peninsula RTPO**

The Peninsula Regional Transportation Planning Organization is an association of cities, towns, counties, ports, tribes, transit agencies and major employers that serves as a forum for developing regional transportation policies and making decisions, as well as economic and growth management issues in Clallam, Jefferson, Kitsap and Mason counties. Kitsap County has dual membership in both the Puget Sound Regional Council (PSRC) and the Peninsula RTPO, with the Peninsula RTPO focusing on the non-urbanized areas of the Kitsap Peninsula.

The primary objective of the PRTPO is to facilitate cooperative decision-making by the agencies within the region in order to bring about a coordinated and comprehensive transportation planning process. It seeks to ensure that all local plans are coordinated with and consistent with the regional plan. This is accomplished through the participation of all jurisdictions and members of the private sector in the technical analysis and policy approvals for the plan.

### **Study Area Overview**

Figure 2-1 on the following page shows a map of the PRTPO area with the county and city boundaries as well as the area's urban centers.

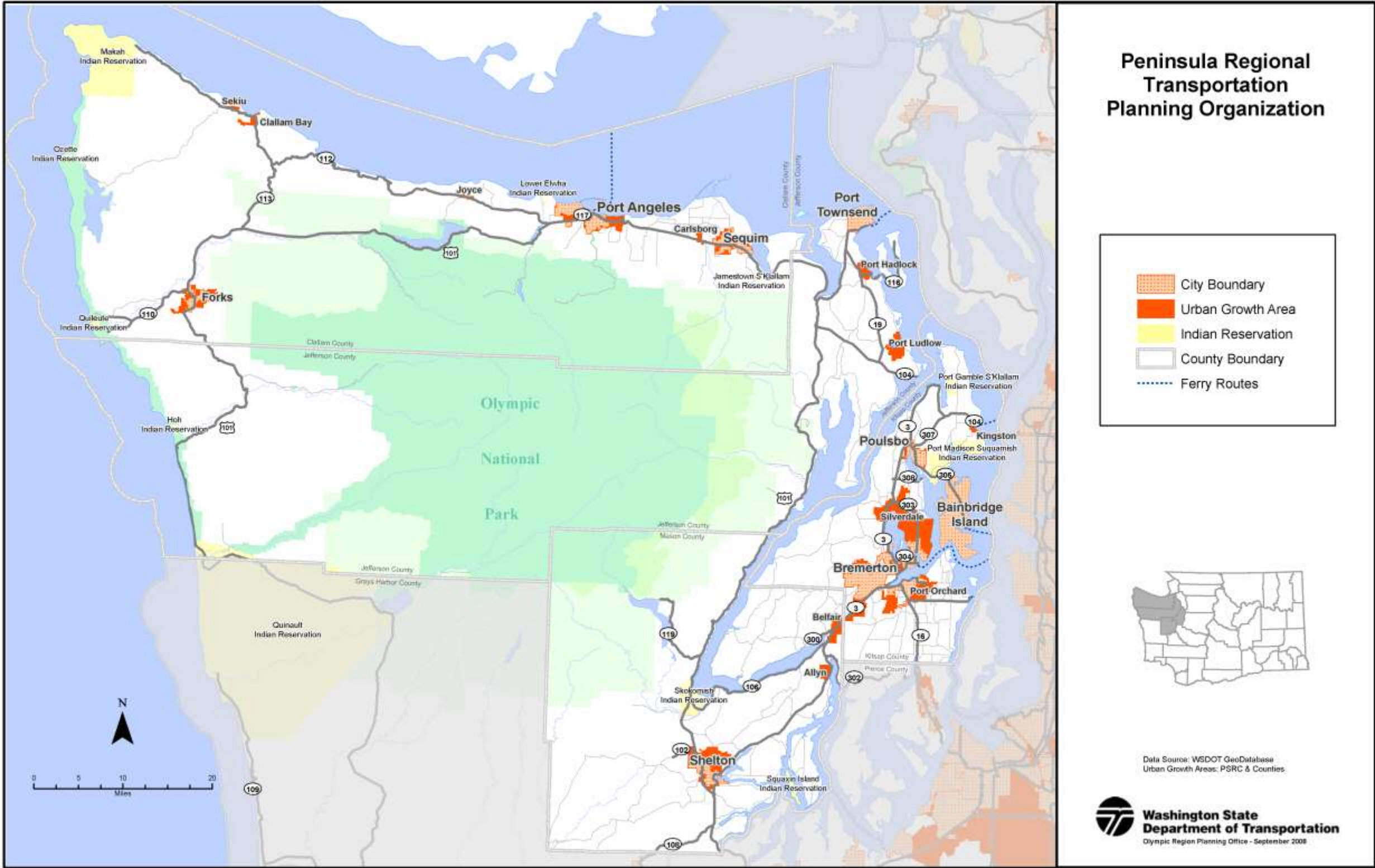
The study area is characterized by historic small towns, forests, an alpine mountain range, managed timber areas, rivers, bays, and ocean shorelines, as well as historically and culturally significant Native American lands. It includes the Olympic National Park, which has the only rain forest in the contiguous United States.

Clallam, Jefferson, Kitsap and Mason Counties are located in the Olympic Peninsula region of Washington State. The total area covered by the four counties is 4,910 square miles with a population of 395,431 inhabitants. Kitsap County, while the smallest in area, is the most densely populated. It has the distinction of being represented by two planning organizations, one for its urban areas (Puget Sound Regional Council) and another for its rural areas (PRTPO). The area is also unique in that it includes 10 local tribal nations which are located, for the most part, on the periphery of the Peninsula; this represents the largest accumulation of tribes present in any RTPO region within the State of Washington. .

Road access to and from the Peninsula, as well as between communities on the Peninsula, is provided by five significant highways: State Route 104 (including the Hood Canal Floating Bridge), US 101, State Route 3, State Route 16, which provides a critical link through Kitsap County to neighboring Pierce County, and US Interstate 5. US 101 is the only way to access the western part of the Olympic Peninsula. Other vital facilities and services in this region include the four counties' transit systems, tribal transportation systems, eight Washington State Ferry (WSF) routes and the privately-owned Blackball Ferry. Blackball and some of the WSF ferries provide a connection with Vancouver Island and British Columbia.

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Figure 2-1 PRTPO Map of Urban Centers and County Boundaries



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## Demographic Summary

Population figures for the four counties vary significantly. Three of them, Clallam, Jefferson and Mason, are generally rural in nature, whereas Kitsap has both urban and rural locations. Population in the counties showed a steady growth between the 2000 U.S. Census and 2006-2008 American Community Survey (ACS) three-year estimates<sup>3</sup>: Clallam grew from 64,525 to 70,306, a 9% increase; Jefferson grew from 25,953 to 29,234, a nearly 13% jump; Kitsap went from 231,969 to 239,233 or about 3% growth; and Mason went from 49,405 to 56,658 for a nearly 15% boost.

The following table shows demographic information for the population of concern in the four counties and Washington State: older adults, youth, people with disabilities and those living below the poverty line. *It should be acknowledged that some individuals are double counted, such as those who are both disabled and living below the poverty line, as each characteristic is reported separately.*

**Figure 2-2 Basic Population Characteristics, 2006-2008\***

TOTALS					
Area	Total Population	Age 65 and Over	Age 17 and Under	Persons with Disability	Persons Below Poverty Level
Washington State	6,453,083	758,450	1,533,659	933,541	731,318
Clallam County	70,306	16,068	13,478	15,514	9,834
Jefferson County	29,234	6,782	4,836	5,679	3,887
Kitsap County	239,233	29,156	56,377	39,176	21,612
Mason County	56,658	9,615	12,204	10,290	6,928
PRTPO	395,431	61,621	86,895	70,659	42,261

PERCENTAGES					
Area	% of State Population	% Age 65+	% Age 5-17	% with Disability	% Below Poverty Level
Washington State	100.0%	11.8%	23.8%	15.9%	11.6%
Clallam County	1.1%	22.9%	19.2%	23.7%	14.2%
Jefferson County	0.5%	23.2%	16.5%	20.7%	13.5%
Kitsap County	3.7%	12.2%	23.6%	18.2%	9.2%
Mason County	0.9%	17.0%	21.5%	21.0%	12.8%
PRTPO	6.1%	15.6%	22.0%	19.8%	10.9%

Sources: 2006-2008 American Community Survey 3-year estimates; poverty based on population for whom poverty status is determined. Disability from 2005-2007 American Community Survey 3-year estimates, based on civilian non-institutionalized population age five and over.

<sup>3</sup> The American Community Survey is used to provide population estimates more recent than the 2000 US Census data.

Although the US Census data included in Figure 2-3 above includes tribal members in the population totals by county, that information is now dated pending release of more recent Census data. In addition, tribal representatives participating in this planning effort expressed a preference to use tribal service population as identified in the American Indian/Alaska Native Population and Labor Force Estimate Report as submitted to the US Department of the Interior, Bureau of Indian Affairs. Figure 2-3 below, summarizes that data as provided by the tribes. All population figures reflect calendar year 2009, with the exception of the Lower Elwha, Quinault, and Suquamish Tribes, whose data is derived from 2005 reports<sup>4</sup>.

The Total Service Population includes all individuals that are eligible for on-reservation services which the Department of the Interior provides to Indian people, and is not necessarily specific to any one tribe. Tribal representatives participating in this plan consider service population a more accurate reflection of the true population because members from different tribes may reside on one reservation. Service population reflects the number of tribal members living on a reservation and receiving services, regardless of tribal affiliation.

**Figure 2-3 Tribal Total Service Population**

Tribe	Total Service Population	Under Age 16	% of Total	Age 16-64	% of Total	Age 64 and Older	% of Total
Hoh	81	35	43%	43	53%	3	4%
Jamestown S'Klallam	229	18	8%	166	72%	45	20%
Lower Elwha	1216	325	27%	830	68%	61	5%
Makah	2015	464	23%	1436	71%	115	6%
Port Gamble	1336	368	28%	895	67%	73	5%
Quileute	3118	1070	34%	1925	62%	123	4%
Quinault	3203	1169	36%	1856	58%	178	6%
Skokomish	2546	637	25%	1731	68%	178	7%
Squaxin Island	2629	772	29%	1655	63%	202	8%
Suquamish	3783	850	23%	2665	70%	268	7%
TOTAL	20,156	5708	28%	13,202	66%	1246	6%

## Older Adults

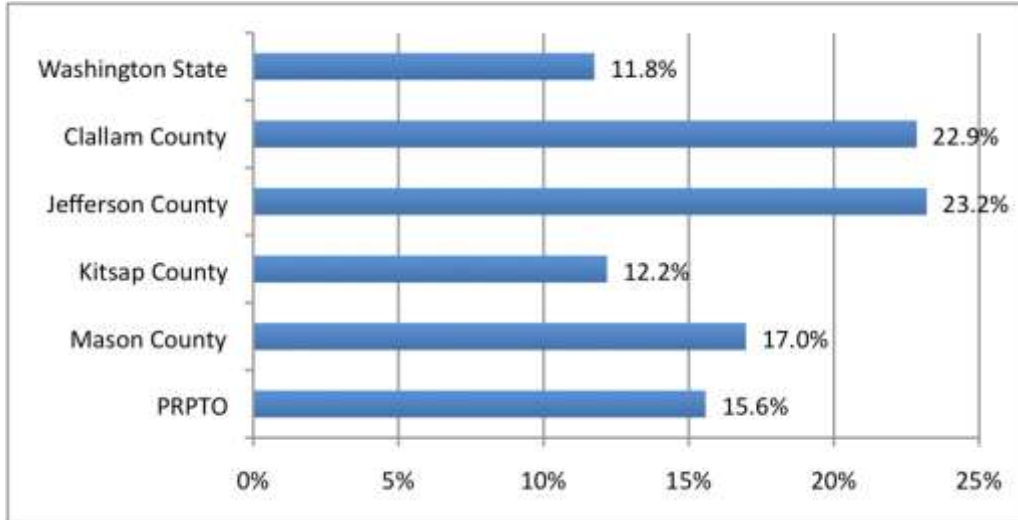
According to the 2006-2008 ACS, the State of Washington was home to over 758,400 people age 65 or older; this represents approximately 12% of the total population. Clallam County, with over 16,000 older adults or 23%, and Jefferson County, with a population of nearly 6,800 older adults or 23%, are almost double the state average. Likewise, Mason County with over 9,600 or 17% is also significantly higher. Only Kitsap County, with a senior population of almost 29,200 or 12%, is close to the State figure. For the four PRTPO counties overall, older adults represent more

<sup>4</sup> The survey form does not include information regarding disability status.



than 15% of the population. The percentage of older adults (identified as persons aged 64 or older) for tribal populations as a whole is significantly less than the regional average at 6%.

**Figure 2-4 Older Adults (65 and over), % of Total Population, 2006-2008 ACS**

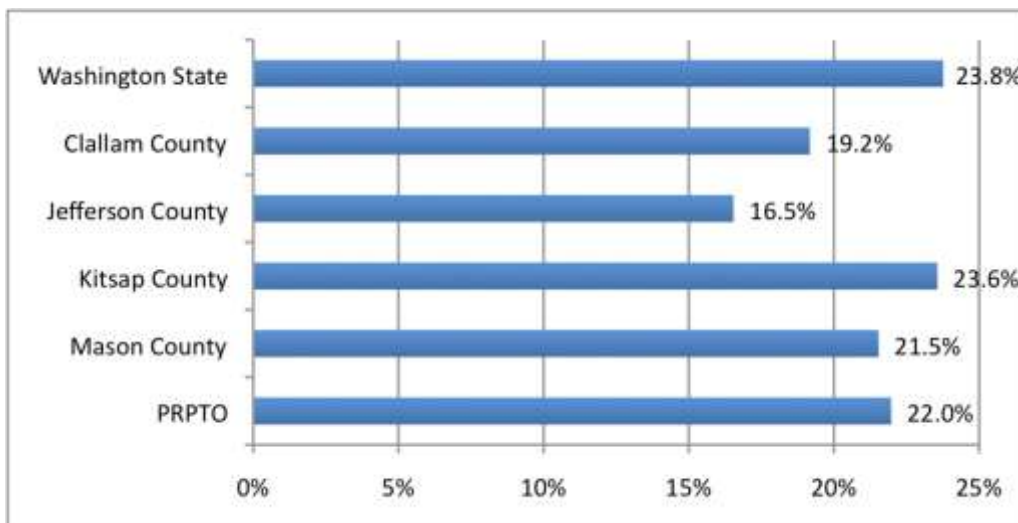


Source: 2006-2008 American Community Survey 3-Year Estimates

## Youth

Within the State there are about 1,533,700 people that are 17 and under, or nearly 24% of the population. Over 82% of this group (those 14 and under) are too young to obtain a drivers permit or license. Within the PRPTO region, the 17 and under population is nearly 86,900, or 22% of the population, with over 80% of this group being too young to legally drive and, therefore, dependent on other resources for transportation. Youth (those aged 16 or younger) account for 28% of the total tribal population.

**Figure 2-5 Youth (17 and younger), % of Total Population, 2006-2008**



Source: 2006-2008 American Community Survey 3-Year Estimates

## **Persons with a Disability**

The definition of “disability” varies but for the purposes of this report, the information cited is consistent with definition used by the U.S. Census Bureau: “A long-lasting sensory, physical, mental, or emotional condition. This condition can make it difficult for a person to do activities such as walking, climbing stairs, dressing, bathing, learning, or remembering. It can impede a person from being able to go outside the home alone or to work at a job or business, and it includes persons with severe vision or hearing impairments.”<sup>5</sup>

This definition differs from that used to determine eligibility for paratransit services required by the Americans with disabilities Act (ADA). Under those guidelines, a person’s disability must keep them from independently being able to use the fixed-route transit service even if the vehicle is accessible (lift or ramp equipped). A certain percentage of the disabled population has what is defined by the Census as a “Go-outside-home” disability. This definition includes only people who indicated that they travel outside the home and that it was difficult for them to shop or visit a doctor’s office, indicating that they are likely to require transportation assistance to meet their basic travel needs. A go-outside-home disability is often used as a proxy for people who require special transportation.

The 2005-2007 ACS<sup>6</sup> identified over 933,500 people with disabilities in the State of Washington, or almost 16% of the population age five and over. As illustrated in the figures below, the share of the population with disabilities is higher than statewide in all four PRTPO counties. In Kitsap County, over 39,100 or 18.1% have disabilities. In Jefferson County there are over 5,600 people with disabilities and over 3,300 people in Mason County, both about 21% of the population. Clallam County reported the highest share with over 15,500 people with disabilities or 23.7%. The regional total is over 17,400 people or 19.8% of the population.

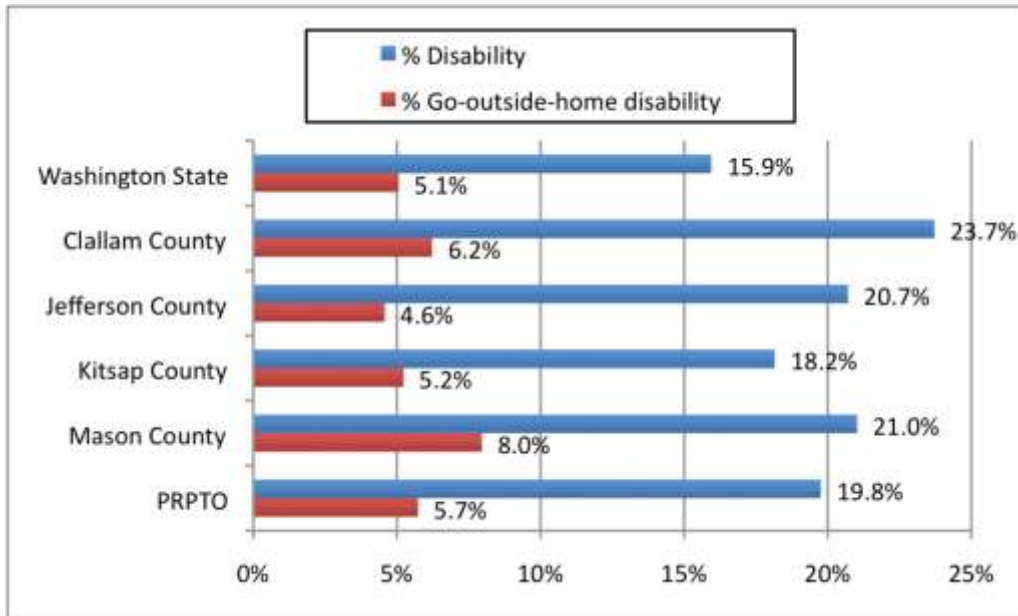
The figures below also show the share of the population with a go-outside-home disability. Statewide, just over 5% of the population aged 16 and older have this type of disability. In Mason County, 8% of the population has a go-outside-home disability. In the other three counties and the region overall, the go-outside-home disability share is more comparable to the statewide figure.

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<sup>5</sup> [http://www.census.gov/acs/www/Downloads/2005/usedata/Subject\\_Definitions.pdf#page=31](http://www.census.gov/acs/www/Downloads/2005/usedata/Subject_Definitions.pdf#page=31)

<sup>6</sup> Disability data are not available from the 2006-2008 American Community Survey data set due to changes in the disability questions in 2008. Since disability data from the 2008 ACS are only available for areas with a population of 65,000 or more, which does not include Jefferson or Mason Counties, the 2005-2007 was used for this report.

**Figure 2-6 Disability and Go-outside-home disability, % of Population, 2005-2007**



Source: 2005-2007 American Community Survey 3-Year Estimates

**Figure 2-7 Disability and Go-outside-home disability, % of Population, 2005-2007**

Area	Disability (5 and older)	% Disability	Go-outside- home disability (16 and older)	% Go-outside- home disability
Washington State	933,541	15.9%	249,296	5.1%
Clallam County	15,514	23.7%	3,544	6.2%
Jefferson County	5,679	20.7%	1,119	4.6%
Kitsap County	39,176	18.2%	9,434	5.2%
Mason County	10,290	21.0%	3,329	8.0%
PRPTO	70,659	19.8%	17,426	5.7%

Source: 2005-2007 American Community Survey 3-Year Estimates. Total population for disability is based on civilian non-institutionalized population age five and over; for go-outside-home disability it only includes this population age 16 and over.

## Income Status

The figure below lists the median household income and the number and share of the population living in poverty. The median household income in Washington State is \$57,234. In this region, only Kitsap County's median income of \$59,136 exceeds the statewide figure. The median income in Mason County (\$48,218), Jefferson County (\$46,059) and Clallam County (\$43,837) all fall below the statewide level. In these three counties, a higher share of individuals has incomes below the federally defined poverty level compared to the state as a whole.

**Figure 2-8 Poverty Population and Median Household Income, 2006-2008**

Area	Total Population	Persons in Poverty	% in Poverty	Median Household Income (2008)
Washington State	6,318,476	731,318	11.6%	\$57,234
Clallam County	69,025	9,834	14.2%	\$43,837
Jefferson County	28,731	3,887	13.5%	\$46,059
Kitsap County	234,878	21,612	9.2%	\$59,136
Mason County	54,213	6,928	12.8%	\$48,218
PRPTO	386,847	42,261	10.9%	N/A

Source: 2006-2008 American Community Survey 3-Year Estimates. Poverty based on population for whom poverty status is determined. Median household income is in inflation-adjusted 2008 dollars.

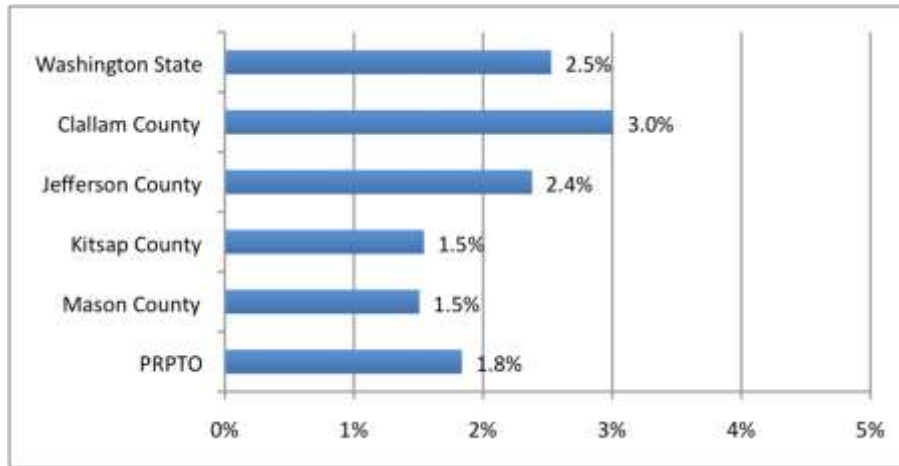
## Access to a Vehicle

Households that do not have regular access to a personal vehicle generally have a higher dependence on public transportation. This indicator may represent households without the economic means of owning a vehicle, as well as households with individuals that are unable to drive, such as senior citizens and persons with disabilities. The figures below show that Mason and Kitsap Counties have the lowest shares of households without access to a vehicle (1.5%), lower than the statewide share of 2.5%. The percentage of households in Jefferson County without access to a vehicle is comparable to the state overall, while in Clallam County the 3% share of households is higher than the statewide figure.

**Figure 2-9 Households without Access to Vehicles, 2006-2008**

County/Place	# Occupied Housing Units	No vehicle available	% No vehicle available
Washington State	3,068,034	77,579	2.5%
Clallam County	28,135	847	3.0%
Jefferson County	12,098	288	2.4%
Kitsap County	110,082	1,698	1.5%
Mason County	22,223	335	1.5%
PRPTO	172,538	3,168	1.8%

Source: 2006-2008 American Community Survey 3-Year Estimates. Based on workers age 16 years and over in households

**Figure 2-10 Households without Access to Vehicles, 2006-2008**

Source: 2006-2008 American Community Survey 3-Year Estimates. Based on workers age 16 years and over in households

## Native American Populations

There are ten federally recognized Native American tribes located in the area covered by the Peninsula Regional Transportation Planning Organization. As mentioned previously, this represents the largest accumulation of tribes in any one RTPO within the State of Washington. Connections to and from tribal communities represent important transportation concerns as many tribes serve as major employers, and people living on tribal lands need to access adjacent communities for medical or other services. Some characteristics of these tribes are described below.

Demographic information with respect to employment status, when available, is derived from the American Indian/Alaska Native Population and Labor Force Estimate Report as submitted to the US Department of the Interior, Bureau of Indian Affairs. Specifically, an effort was made to determine the percentage of either the Tribal Service Population (or, in some cases, the Tribal Membership, depending on how data was presented) that is either unemployed after seeking work for a year, or employed but with an income below the federal poverty level. All figures reflect calendar year 2009, with the exception of the Lower Elwha, Quinault, and Suquamish Tribes, whose data is derived from 2005 reports. As reflected in the data, tribes have a higher unemployment rate than non-tribal populations, and the tendency for tribes to be located in remote areas reflects a greater need for transportation for services, educational opportunities, purchasing goods and services, etc.

## Hoh Tribe

The Hoh River Indians are considered a band of the Quileutes but are recognized as a separate tribe. The Hoh Indian Reservation was established by an Executive Order in 1893. The Hoh Reservation consists of 443 acres located 28 miles south of Forks, and 80 miles north of Aberdeen. The Hoh Reservation has approximately one mile of beach front running east from the mouth of the Hoh River, and south to Ruby Beach.

Most of the economy of the Hoh is derived from fishing and shell fishing. The Hoh speak the Quileute language and were once a village, among many Quileute villages. The Hoh, Quileute and Quinault all signed the "Quinault River Treaty" of 1855.

### **Jamestown S'Klallam Tribe**

Tribal properties are located on 20 acres of tribal land on Sequim Bay along US Route 101 at Blyn, east of the city of Sequim. These include the Jamestown S'Klallam Tribal Center, the tribe's Seven Cedars Casino, and other existing and planned developments. The community is governed by a tribal council, which is elected by democratic vote.

The Tribe does not currently offer housing on the reservation. About 50% of the tribal citizens reside in nearby communities in Clallam and Jefferson counties and the remainder live outside of the area.

Tribal membership totals 601.

### **Lower Elwha S'Klallam Tribe**

The Lower Elwha S'Klallam Tribe is located in the Lower Elwha River Valley and adjacent bluffs on the north coast of the Olympic Peninsula just west of Port Angeles, Washington. The original land base was acquired by the United States in 1936 and Lower Elwha Reservation was established in 1968. Today tribal lands include about 1.5 square miles near the Elwha River. The Lower Elwha Health Clinic is located on US 101 between the Valley and Heights communities.

In 2005, tribal enrollment totaled 730, and the service population totaled 984. Of 814 persons identified as available for work, 673, or 83% were either unable to find work during the past year, or are employed but below poverty guidelines.

### **Makah Tribe**

The Makah Indian Reservation is located by Neah Bay on the northwestern tip of the Olympic Peninsula. The total reservation land area of the Makah Tribe is 46.5 square miles, bounded on the north by the Strait of Juan de Fuca and on the west by the Pacific Ocean. The town of Neah Bay is the major population center on the reservation; it is a fishing village that faces north looking directly across the Strait of Juan de Fuca towards Vancouver Island, B.C. There is only one highway into the Makah Reservation, State Route 112, which connects Neah Bay to the rest of the Olympic Peninsula. The reservation is therefore isolated from other communities within Clallam County. Clallam County's major commercial center is Port Angeles, which is 75 miles from Neah Bay. Seattle is 150 miles away and Forks is 60 miles away.

Tribal membership totals 2633 and the service population is 2015. Of 1265 persons identified as available for work, a total of 966, or 76%, were unable to find work during the past year, or are working but below the federal poverty guidelines.

### **Port Gamble S'Klallam Tribe**

The Port Gamble S'Klallam Reservation is located on the northern tip of the Kitsap Peninsula. It is situated on Port Gamble Bay, an important natural resource for Native Americans for generations. The Port Gamble S'Klallam Tribe has been increasing its interaction with its neighbors in the

North Kitsap area, making it known that it is concerned about issues related to growth, water resources and land use.

About half of the tribal members reside on the reservation, along with other Native Americans and non-Native Americans. Altogether the total population living on the reservation is 932. It's total service population is 1336.

### **Quileute Tribe**

La Push is home to the Quileute Tribe; it is approximately 14 miles from Forks and 80 miles from Port Angeles. The US Department of Interior, 2009 Labor Force Report states that the Quileute Tribe's service population is 3118, current enrolled tribal member population is 760. The service population is a more accurate projection of "actual people" accessing goods and services in the community. It reflects all federally recognized tribal members utilizing services and residing in the community, not just the enrolled population of that specific Tribe. This report also show that 58.1% of the population is either unemployed or working below the current annual poverty guidelines. This is almost two and a half times the county level which is 23.8% according to the 2009 Labor Area Study conducted by Washington State Employment Services Department. Without the Quileute Community Shuttle Program, access to goods and services, as well as educational and employment opportunities would decrease, and in turn, the quality of life for the community and its members substantially.

The Quileute Community Shuttle Program is critical to the tribal members. Without the Quileute Community Shuttle Program, access to goods and services, as well as educational and employment opportunities would decrease, and in turn, the quality of life for the community and its members substantially.

On the reservation, there is one small convenience store, a small dental clinic and a medical clinic. There are no veteran services and no educational opportunities on the reservation. Therefore, any goods and services must come from off of the reservation. Clallam Transit comes to La Push three times a day and the Tribe operates a free public community shuttle to Forks from 5:30 AM to 9:30 PM, Monday through Friday. There is no service on Sunday. There is one road on and off the reservation and this road floods several times a year cutting the community off from vital goods and services for several days at a time. Over 50 percent of the community uses the Quileute Community Shuttle as their sole form of transportation.

### **Quinault Tribe**

The Quinault Reservation is located on the Pacific coast of Washington, primarily in northwestern Grays Harbor County, with small parts extending north into southwestern Jefferson County. It has a land area of 316 square miles and reported a resident population of 1,370 persons as of the 2000 census. The Quinault people settled onto reservation lands after signing the Quinault Treaty with the former Washington Territory in 1856. About 60% of the reservation's population lives in the community of Taholah, on the Pacific coast at the mouth of the Quinault River.

There is only limited access (for private property owners and tribe members) along the northern coast of the reservation and it can be difficult to drive across the entire reservation on Highway 109. Construction of the highway north from Taholah to U.S. Highway 101 was halted in the late 1960s.

As of 2005, the total tribal membership was 2454 and the total service population was 3203. Of 1736 persons identified as available for work, a total of 1599, or 92%, were either unable to find work during the past year, or are employed with earnings below the federal poverty guidelines.

### **Skokomish Tribe**

The Skokomish Reservation lies on 5,000 acres on the Olympic Peninsula where the Skokomish River empties into the Hood Canal in Washington's Puget Sound. Of the reservation's 5,000 acres, 500 are suitable for housing. The remainder is divided between steep uplands and lowlands plagued by frequent flooding. The Skokomish people descend from the Tuwaduk people.

Fishing, shellfish harvesting, logging and forest-related activities have historically provided the employment base for the Skokomish Reservation and surrounding Mason County. Though the natural resources base still provides many self-employment opportunities for the Tribe's labor force, primary employment on and adjacent to the Reservation are tribal government, service industry, and recreation.

Skokomish Indian Tribal Enterprises operates the following reservation enterprises:

- Twin Totems Grocery & Deli
- Skokomish Subway
- The Waterfront at Potlatch
- Lucky Dog Casino

Skokomish Tribal enrollment as of 2009 totals 699 persons, and its service population is 2546. Of 1731 persons in the service population available for work, 1090, or 63% have been actively seeking but cannot find work.

### **Squaxin Island Tribe**

The Squaxin Island Tribe is located at Kamilche, near Shelton in Mason County. In addition to providing essential government services, tribal housing, and a treatment center in Elma, the Tribe operates a casino/ resort as well as other business enterprises. As described further in Chapter 3, the Tribe provides a general public transportation system and coordinates services with Mason County Transit.

The Squaxin Island Tribe has 1015 tribal members, and a total service population of 2629. Of 1655 persons considered available for work, a total of 300, or 18%, are able and willing to work but have been unable to find work during the past year, or are employed with earnings under the federal poverty guidelines.

### **Suquamish Tribe**

The Suquamish Nation, which has been in the area for thousands of years, has its seat of government at the Suquamish Tribal Center near the rural waterfront town of Suquamish. The town is located on the Port Madison Indian Reservation, which is located in northeastern Kitsap County on the Puget Sound. The reservation is widely interspersed with non-tribal land and is in the heart of a rural residential area. It is one of the few reservations in the country with two geographic areas separated by a land mass. The northeastern part of the reservation is centered



on the rural waterfront village of Indianola and the southwestern portion is centered on the town of Suquamish. The reservation consists of over 7,486 acres that contain tribal trust lands, individually and collectively owned trust lands, historic allotments held in trust, and fee lands owned by Native Americans and non-Native Americans. The Tribe's government offices, community center, and public safety services are located on tribal trust land in and near Suquamish. The Suquamish downtown core has a number of small businesses and services as well as a small shopping center. Urban growth boundaries for both Poulsbo and Kingston are beginning to crowd the reservation. Major housing and commercial developments are planned in formerly rural areas recently rezoned to accommodate the proposed bedroom and business developments.

The reservation can be reached easily by well-paved county and state highways. State ferries that connect with the mainland at Seattle and Edmonds permit easy access to metropolitan areas. Seattle lies almost directly east across the Sound, while Bremerton is only 25 miles to the south. Agate Pass Bridge connects the reservation to Bainbridge Island. Kitsap County is a gateway to the Olympic Peninsula via the Hood Canal Bridge.

According to 2005 data, the Suquamish Tribe has a tribal enrollment of 862, and its service population totals 3,783. Of 2857 persons available for work, a total of 2553, or 89% are either unemployed or working with wages below the federal poverty level.

**Error! Reference source not found.**, below, summarizes the tribal enrollment data as provided in the American Indian/Alaska Native Population and Labor Force Estimate Data. Tribal enrollment reflects officially registered tribal members of a particular tribe, regardless of where they reside. This differs from Total Service Population, which reflects all individuals that are eligible for on-reservation services, regardless of tribal status. Total Service Population information is provided in Figure 2-4.

**Figure 2-11 Total Tribal Membership**

Tribe	Total Enrollment
Hoh	228
Jamestown S'Klallam	601
Lower Elwha S'Klallam	984
Makah	2,633
Port Gamble S'Klallam	1,070
Quileute	760
Quinault Indian Nation	2,454
Skokomish	699
Squaxin Island	1,015
Suquamish	868
Total	11,312

Source: 2009 American Indian/Alaska Native Population and Labor Force Estimate Report. 2005 Report used for Port Gamble S'Klallam, Quinault Indian Nation and Suquamish Tribe.



## **Chapter 3. Existing Transportation Services**

This chapter presents information about existing transit and human service transportation available in the four PRTPO counties.

### **Clallam County**

#### **Clallam Transit System**

Clallam Transit System (CTS) provides transit services throughout Clallam County, serving a population of 66,800 people in an area of 1,753 square miles. CTS was approved by the Clallam County voters in 1979 and became operational in 1980. It is a municipal corporation of the State of Washington. CTS's eight member governing board is comprised of two Clallam County Commissioners, and two City Council members from the cities of Port Angeles, Sequim and Forks. Monthly Board meetings are held at locations throughout Clallam County.

As of December 31, 2009, CTS employed:

- 42 full-time equivalents in the Operations Department
- 13 full-time equivalents in the Maintenance Department
- 6 full-time equivalents in the Administration Department

Paratransit Services, Inc. provides 16 full-time, 5 part-time, and 6 on-call employees under contract with CTS for providing ADA complementary paratransit services.

CTS has administrative and operations offices in Port Angeles, and a maintenance facility is located in a separate building on the property. A multi-use transportation center, small vehicle storage and light maintenance facility leased from the Quillayute Valley School District are provided in Forks.

#### **Service Characteristics**

CTS provides vanpool, fixed-route and dial-a-ride bus services throughout Clallam County. Fixed-route service is provided on weekdays between 5:00 AM and 10:30 PM and on Saturdays between 7:00 AM and 10:00 PM on 12 routes. There were 940,000 fixed-route boardings in 2009. Vanpool services operate independently seven days a week.

CTS began contracting paratransit service in 1981. Since that time, CTS has greatly expanded its paratransit services to the elderly and persons with disabilities. Wheelchair accessible, curb-to-curb, and door-to-door service is provided for elderly and disabled persons who cannot use fixed-route service. In 2009, paratransit boardings totaled approximately 59,000 in Clallam County.

#### **Service Connections and Coordination**

CTS connects with Jefferson Transit in eastern Clallam County at Sequim for service into Jefferson and Kitsap Counties. This service provides access to Island County and the Central Puget Sound region by way of the Washington State Ferry System. Connections with Jefferson Transit in western Clallam County at Forks provide service into Jefferson and Grays Harbor Counties to complete the U.S. Highway 101 loop. CTS coordinates with Paratransit Services so that paratransit trips can be integrated into CTS's fixed-route system. Service is provided to all of

the public elementary, middle and high schools in CTS's service area, as well as to Peninsula College in Port Angeles.

CTS operates service to five park-and-ride lots: Highway 112 at Peters Road, and U.S. 101 at Laird's Corner, Sappho Junction, the Sequim Transportation Center, and the Forks Multi-use Transportation Center.

CTS is engaged in active coordination activities with the Makah Transit System in that the services connect in Neah Bay three times daily on Monday thru Friday and once on Saturdays. As described below, successful coordination is also occurring with the Lower Elwha and Jamestown S'Klallam Tribes.

Other service providers and/or programs serving Clallam County include:

- **Disabled Veterans of America (DAV)** operates a volunteer transportation program that is the "meat and potatoes" of local services for veterans. The DAV operates (non wheelchair accessible) vehicles utilizing volunteers. Costs are covered by VA. DAV travels typically 4 days a week from Port Angeles, and less frequently from Forks and Port Townsend. Trips are provided to Veteran's medical facilities. The two closest hospital to the Olympic Peninsula are located in South Seattle and in American Lakes/Tacoma. There are also smaller health care centers, referred to as Community Based Outreach Clinics (CBOC) in various communities, including Port Angeles and Bremerton.
- **Olympic Community Action Program (OlyCAP)** provides transportation services for youth employment programs and general employment transportation from Forks and Sappho to Kalaloch Lodge, La Push, and Neah Bay. The service is provided using three vans. OlyCAP started providing employment transportation in 1998 using funds provided with JARC funds. The program is considered successful in that it provides essential services to low-income residents of the west-end of Clallam County.
- **Olympic Bus Lines** operates the Dungeness Line with transportation between Port Angeles, Sequim, Discovery Bay, Port Townsend, Kingston, Edmonds, Seattle and SeaTac Airport. Service is provided using five buses.
- **Paratransit Services** is the regional Medicaid transportation broker. In this capacity, the broker confirms customer and trip eligibility, and arranges for medically-related trips with providers under contract. Paratransit Services is also under contract with Clallam Transit to provide paratransit services, and participates in emergency planning exercises in that county.
- **Rocket Transportation** has six sedans and one wheelchair lift-equipped van and provides transportation services to Aberdeen, Seattle, Bremerton, Tacoma and SeaTac Airport.
- **Volunteer Chore Services** provides transportation services through volunteers using their own cars; the organization currently provides an average of 68 trips per month.
- **Victoria Express** is a private, seasonal ferry company that provides passenger-only ferries between Port Angeles and Victoria, British Columbia and Friday Harbor, Washington during the summer.

## **Tribal Transportation**

### **Jamestown S’Klallam Tribe**

The Jamestown S’Klallam Tribe does not currently operate public transit services, but does sponsor a volunteer driver program that provides some transportation to tribal citizens. In addition, there is also an Elders’ bus, which transports groups of older adults on special recreational trips.

Tribal citizens can access the local transit systems, Clallam Transit and/or Jefferson Transit, for transportation within the limits of each transit agency’s service area.

Recently the Tribe received a \$78,000 FTA grant to subsidize Clallam Transit in increasing service frequency between Sequim and Blyn. The Tribe is proposing an additional four runs per day, two in the morning and two in the afternoon, although no detailed schedules have been worked out and no formal arrangement have been made yet with Clallam Transit.

### **Lower Elwha S’Klallam Tribe**

Clallam Transit provides bus service to both the Elwha Valley and Heights communities, but has encouraged the Tribe to establish its own loop route to serve two Elwha S’Klallam residential communities and the Elwha Health Clinic. During clinic hours on weekdays, Clallam Transit buses pass the clinic 7-8 times in each direction daily. Currently, Tribal Temporary Assistance to Needy Families (TANF) provides 20 Clallam Transit bus passes per month to clients who use the bus to get to appointments.

Currently, the Tribe is providing and considering the following transportation services:

- **Medical transportation and paratransit:** Lower Elwha Health Department provides many transportation services to Lower Elwha Tribe members. About half of the medical transport costs are paid through reimbursement on an annual contract with Paratransit Services in Bremerton. This contract covers transport for Medicaid patients only. Additional services are provided at cost to transport elders who qualify for Medicare but not Medicaid. Primary destinations for medical transport are to medical specialists in Port Angeles, Sequim and Seattle. Vehicle maintenance cost for the wheelchair van and other passenger vehicles runs approximately \$6,000 per year. There are four certified drivers who each spend about 10 hours per week in transport service.
- **After-school transportation:** The Tribe also provides transport home to students who participate in the after-school-program at the Lower Elwha Tribal Center. This service provides rides to 10-15 students on weekdays during the school year.
- **Tribal transit planning:** The Lower Elwha S’Klallam Tribe has been awarded an FTA Tribal Transit Planning Grant. The Tribe is assessing existing transport services provided to and needed by the community; exploring options to economize and increase efficiency; and learning more about resources available that fit the Lower Elwha S’Klallam community.

## **Makah Tribe**

The Makah Tribe's transit service, Makah Public Transit, operates a fixed-route service to transport the general public from various community subdivisions throughout the Makah Reservation. It operates five days a week from 7:00 AM to 9:30 PM. The targeted population for the transit service includes youth, older adults and disabled, as well as the general public.

Makah Public Transit provides door-to-door paratransit service for the elderly and disabled each weekday from 9:00 AM to 12:00 PM. Makah Public Transit uses two ADA accessible mini-buses: one 25-passenger medium duty bus and one new 25-passenger medium duty bus.

The Makah Public Transit schedule was developed based on essential service destinations and connections to off-reservation public transportation connections. In addition to the Makah Tribe's Public Transit program, the Senior Citizens Program provides transportation to cultural or leisure events off-reservation for those 50 years or older. On a limited basis, the Makah Health Program provides transportation for tribal members who may have off-reservation medical appointments in the Clallam Bay, Forks, Port Angeles, Sequim and the Seattle area.

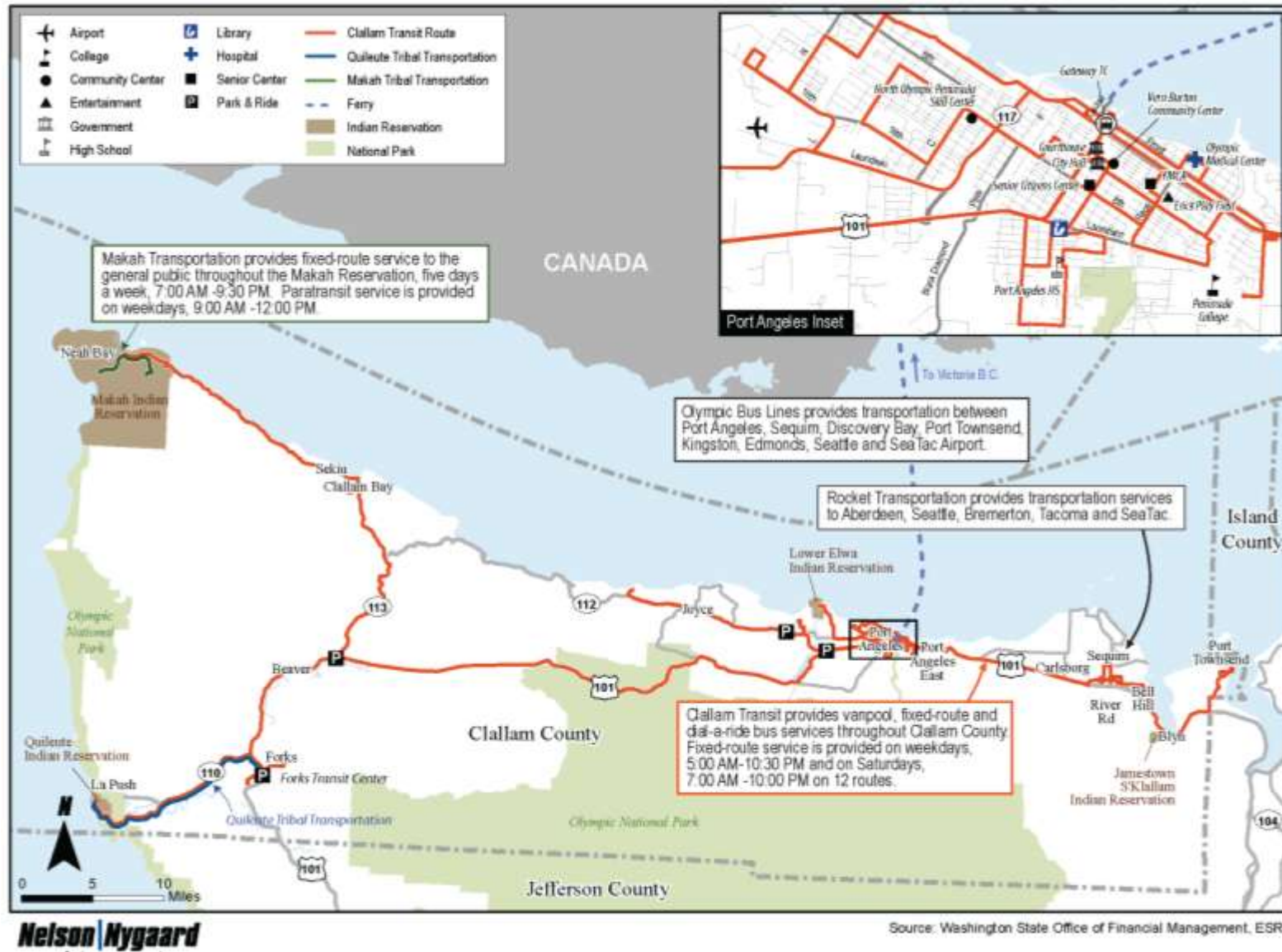
## **Quileute Tribe**

The Quileute TANF Program currently operates a free Community Shuttle service that is open to the public. The shuttle makes eight runs from La Push to Forks each day, beginning service at 5:30 AM and ending service at 9:30 PM. The free shuttle service has been a positive investment for the community. It averages 1,000 passengers per month, and ridership continues to increase.

The shuttle bus was purchased by the Tribe in 2008. It has surpassed its vehicle life expectancy and service is disrupted regularly due to mechanical break downs. Clallam Transit donated a second paratransit bus as a backup shuttle, but it, too, has surpassed its vehicle life expectancy, experiences frequent breakdowns, and is not large enough to be on a regular basis. Because of the unreliability of the current shuttle service, Clallam Transit buses have continued to run from Forks to La Push three times a day, six days a week. There is no Sunday service.

Figure 3-1 on the next page highlights existing transportation services and activity centers in Clallam County.

Figure 3-1 Existing Transportation Services, Clallam County



## **Jefferson County**

### **Jefferson Transit**

Jefferson Transit provides transit services throughout Jefferson County and serves a population of nearly 30,000 people in an area of 2,184 square miles. Much of that area is comprised of the Olympic National Park; the Olympic Mountains form a geographic barrier between eastern and western Jefferson County. Jefferson Transit became operational in 1981 after voter approval to establish the agency and subsequent sales tax levy. It is a municipal corporation of the State of Washington. Jefferson Transit's five member governing board is comprised of all three Jefferson County Commissioners, and two City Council members from the city of Port Townsend.

As of June 30, 2010 Jefferson Transit employed:

- 32 employees in the Operations Department
- 7 employees in the Maintenance Department
- 5 employees in the Administration Department

Jefferson Transit has operations, maintenance and administrative offices at 1615 West Sims Way, Port Townsend and a park-and-ride facility located at Haines Place in Port Townsend. West End transit service operates out of a facility leased from the Quillayute Valley School District in Forks. Jefferson Transit is currently developing plans to construct a new facility for operations, maintenance, and administration at the intersection of State Route 20 and Four Corners Road on property recently acquired by the agency.

### **Service Characteristics**

Jefferson Transit provides a variety of public transportation services that include fixed-route, route deviation, vanpool, ride-matching, regional and intercity bus connections. In East Jefferson County fixed-route (including deviated fixed-route) service is provided on weekdays between 5:50 AM and 8:00 PM, on Saturdays between 6:40 AM and 7:50 PM, on six routes. Sunday service is provided between 8:40 AM and 7:00 PM. on three routes.

Transit services are fixed-route route-deviated service south of Highway 104 in eastern Jefferson County and between Forks and Amanda Park on US 101 in western Jefferson County Monday through Saturday.

ADA paratransit service, Dial-A-Ride, is provided by Jefferson Transit staff and vehicles in East Jefferson County. Service levels and geographic coverage provide full compliance with federal ADA complementary paratransit regulations and go beyond ADA requirements with one-day per week service to the Kala Point and Cape George areas.

### **Service Connections and Coordination**

Jefferson Transit's routes in east Jefferson County provide frequent connecting service to the Port Townsend/Keystone ferry terminal, seven days a week. Fixed-route connections are made with Kitsap Transit six days a week in Poulsbo and with Clallam Transit in Sequim six days a week. Connecting service with Mason Transit in Brinnon is available Monday through Saturday. Connections between Grays Harbor Transit and Clallam Transit, via Jefferson Transit, are provided Monday through Saturday between Forks and Amanda Park in western Jefferson County.



Regular fixed-route service is coordinated to provide service to the Port Townsend public schools, Chimacum High School, Quilcene High School and to Peninsula College in Port Townsend and Port Angeles (via Clallam Transit), as well as Washington State University Cooperative Extension in Port Hadlock.

Jefferson Transit's Haines Place Park & Ride/Transit Center in Port Townsend serves as a connection point for the Olympic Discovery Bicycle and Pedestrian Trail. All of Jefferson Transit fixed route vehicles are equipped with bicycle racks.

From Port Townsend, there is Washington State Ferry service to and from Coupeville. There are 10 trips in both directions each day.

## **Tribal Transportation**

### **Hoh Tribe**

The Hoh Tribe does not currently provide public transit services.

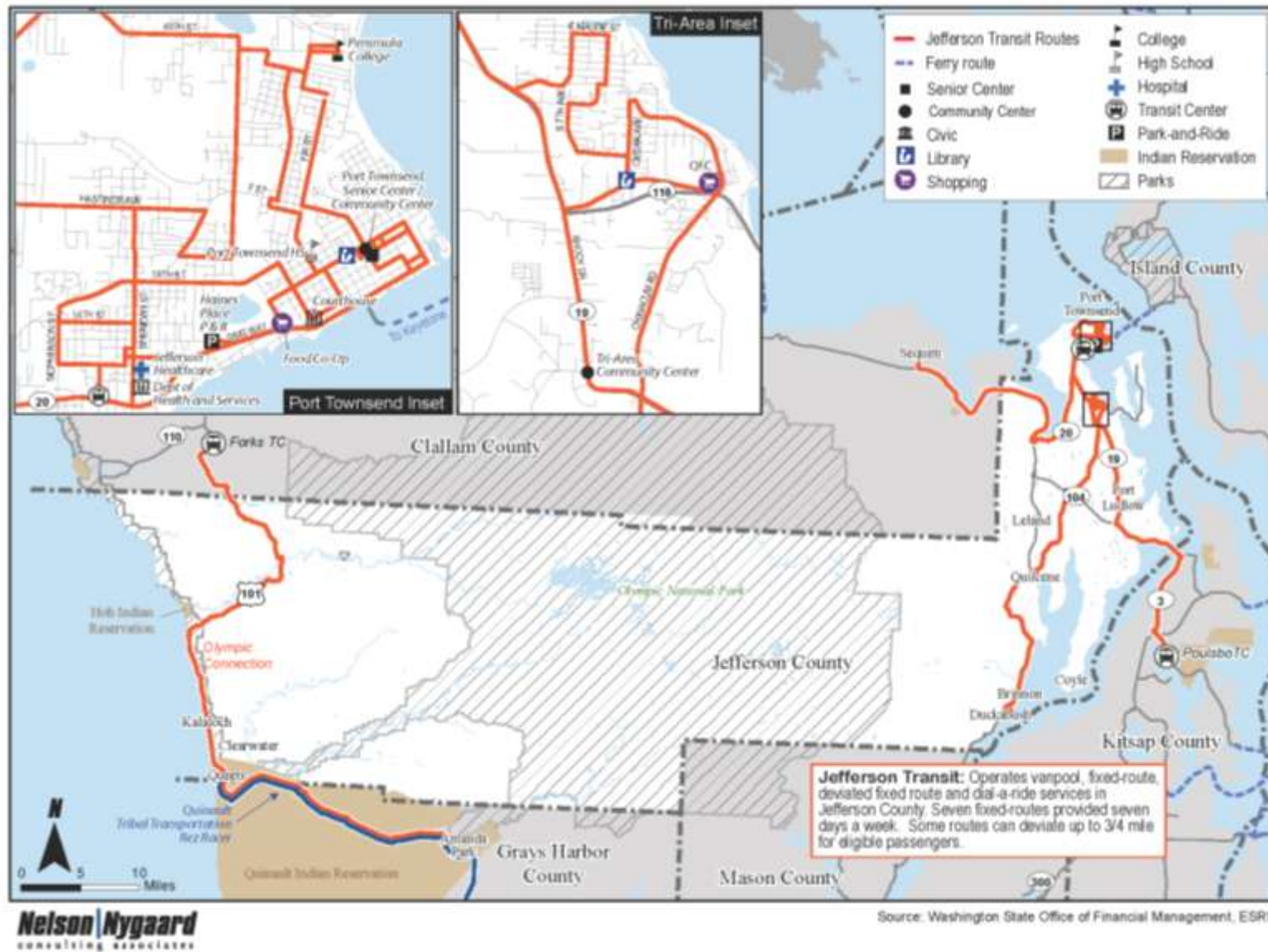
### **Quinault Tribe**

The Quinault Tribe plans to inaugurate new transit service, the Rez Racer, in November 2010. The new service will link the villages of the Quinault Indian Nation to each other and to the region's non-tribal communities. The Rez Racer will provide access to work, medical and educational programs, as well as shopping locations.

With four round-trips per day on weekdays, two round-trips on Saturdays, the Rez Racer connects the communities of Queets and Taholah (on Washington State's Olympic Peninsula) and provides a connection with Grays Harbor Transit and Jefferson Transit routes.

Figure 3-2 on the next page highlights existing transportation services in Jefferson County.

Figure 3-2 Existing Transportation Services, Jefferson County



## **Mason County**

### **Mason County Transportation Authority**

Mason County Transportation Authority (MTA) provides accessible public transportation services throughout Mason County Washington, with connections to adjacent counties, and serves the local population of nearly 57,000 people in an area of 967 square miles. Mason Transit utilizes a combination of fixed-route, route deviation, and demand response (Dial-A-Ride) service, and coordinated volunteer transportation.

The statute authorizing establishment of the Mason County Public Transportation Benefit Authority (PTBA) was approved by county voters on November 15, 1991. This was the first extensive bus service ever in the county, by either a public or private provider. The proposition imposing a sales and use tax of two-tenths of one percent (0.2%) for the purpose of providing funding for public transportation was also passed. On September 18, 2001, voters approved an additional sales and use tax of four-tenths of one percent (0.4%) to provide funding for public transportation commencing January 1, 2002.

MTA is governed by a Board of nine elected officials representing Mason County, City of Shelton, School Districts, Hospital District and Fire Districts. The governing body consists of: three elected members of the Mason County Commission; one elected member of the City of Shelton Commission; one elected member of the North Mason School District; one elected member of the Mary M. Knight School District serving in even years rotating to one elected member of the Southside School District serving in the odd years; one elected member of the Hood Canal School District; one elected member of the Mason County Fire Protection District No. 3, 5 and 11 serving on a rotating basis each year starting with Fire Protection District No. 3 in 2008. The members of the Authority serve terms consistent with their terms in the City, County or district positions.

MTA's Advisory Board is comprised of citizens representing Mason County service territory. Currently there are 10 active members, and 1 associate member (all volunteers).

As of December 31, 2009, MTA employs:

- 48 full-time equivalents in the Operations Department
- 9.5 full-time equivalents in the Maintenance Department
- 8 full-time equivalents in the Administration Department

In June 2003, Mason Transit purchased a facility to serve as the central base of operations located on Johns Prairie Road in Shelton. Administration staff and operations employees performing scheduling/dispatching and driving began occupying the new facility in November 2003. Site and facility improvement projects include the renovation of Building 4 for maintenance operations in 2004, and the addition of a fueling station in 2009.

In May 2006, Mason Transit purchased the Shelton National Guard Armory with the goal of converting the facility into a multimodal transit center and community resource center. The facility will serve as a transportation information and transfer center and destination for persons seeking human and social service programs. In 2008, a preliminary design study was conducted and included a master plan to sustain operation of programs and services provided at that facility.

## Service Characteristics

Mason Transit offers the following transportation services:

- **Routed Service:** Scheduled service going to the same locations at the same time on a regular basis.
- **Route Deviation:** Allows a limited distance deviation off of the regular bus route for those who experience difficulty getting to bus stops. Available on most routes. Passengers must call the Customer Service Center in advance for this service.
- **Dial-A-Ride:** Service is available for customers who experience difficulty using regular routed service. There are no eligibility requirements and anyone needing the service can ride. Passengers must call the Customer Service Center a minimum of two hours in advance.
- **Link Routes:** Dial-A-Ride service that is limited to a geographic area and may be limited to time of day or day of week. This service makes connections to the regular routes.

Mason Transit operates 10 fixed routes:

Route	Route Description	Time/Days of Operation
Route 1	Shelton to Belfair (Via Hwy 3)	5:25 am to 8:10 pm (M – F) 6:40 am to 8:10 pm (Sat)
Route 2	Shelton to Belfair (Via Hwy 106)	6:40 am to 4:30 pm (M – Sat)
Route 3	Belfair to Bremerton	5:25 am to 7:10 pm (M- F) 7:50 am to 7:10 pm (Sat)
Route 4	Belfair Local	7:10 am to 6:50 pm (M – F)
Route 5	Shelton South Loop	7:40 am to 8:30 pm (M – Sat)
Route 6	Shelton to Olympia	5:45 am to 8:40 pm (M – F) 7:30 am to 7:25 pm (Sat)
Route 7	Shelton North Loop	7:40 am to 8:30 pm (M – F) 8:40 am to 8:30 pm Sat
Route 8	Shelton to Brinnon	8:05 am to 4:35 pm (M – F) 6:50 am to 7:50 pm (Sat)
Route 9	Civic Center to Wallace Kneeland	11:40 am to 8:40 pm (M – F) 9:25 am to 8:10 pm (Sat)
Route 10	Shelton South Loop	12:05 pm to 4:50 pm (M – F)

Mason Transit has about 64 revenue vehicles consisting of 15 coaches, 21 body on chassis and 28 vanpool vehicles with seating capacity ranging from 12 persons up to 45.

Mason Transit's vanpool demonstration project began in 2004, and as part of the State's Vanpool Expansion Program, 25 new vanpools were delivered in 2005/2006. Currently there are 20 vanpool vehicles in operation.

## **Service Connections and Coordination**

- **Scheduled connections:** Made at the Kamilche Transit Center, Olympia Transit Center, the Bremerton Transportation Center, and the Brinnon Store which, in turn, provides access to State Ferries, AMTRAK and Greyhound bus service plus the following neighboring transit systems: Kitsap Transit, Jefferson Transit, Squaxin Island Transit, Intercity Transit, Grays Harbor Transit, and Pierce Transit.
- **Subcontracts:** Mason Transit also subcontracts with other social service agencies to provide for more specific services, and administers a Volunteer Driver Program partially funded through the Lewis-Mason-Thurston Area Agency on Aging. Through the use of volunteers, citizens who are unable to use regular transit are provided essential transportation to kidney dialysis and cancer treatment centers as well as medical appointments as far away as Olympia, Bremerton, Tacoma, and within Mason County. Volunteer drivers donate their time and are reimbursed at a per mile rate for use of their personal vehicle.
- **Supplemental Service:** Mason Transit contracts with the Shelton School District to provide after-school transportation. These buses provide transportation to the general public as well as school children, connecting school routes with the transit routes so people can transfer to various destinations. Today, Shelton School District operates as Mason Transit on four deviated zone routes serving residents to the North to Hoodspoint, to the South to Kamilche, to the East to Pickering, Timberlakes, Agate, and Shorecrest, to the Northeast to Lake Limerick, and Mason Lake Monday through Friday.
- **Worker/Driver:** Express routed service to and from Puget Sound Naval Shipyard (PSNS) for day shifts. Four coaches operate from Shelton and Belfair to PSNS in Bremerton, Monday through Friday.
- **Special Events:** Mason Transit provides special service for community events. Among those supported include the Forest Festival, Allyn Days, Hoodspoint 4th of July, and OysterFest.

Other service providers and/or programs serving Mason County include:

## **Tribal Transportation**

### **Squaxin Island**

Squaxin Transit is a public transportation service for tribal members and for members of the public at large. The service operates on a deviated fixed route basis Monday through Friday 7:00 AM to 4:30 PM. It is intended to enable tribal members to travel from housing to employment centers in the commercial area and to connect with Mason Transit at the Tribe's transit hub. Squaxin Transit also provides limited service to McCleary and Elma. The Tribe has two new wheelchair accessible cutaway minibuses in use for this program.

Currently, the program is funded with a mix of Washington State Department of Transportation grant funds, federal Section 5311, Tribal funds and FTA Tribal Transportation dollars. The transportation budget totaled \$224,000 for FY 2010-11, and the program will provide approximately 72,000 trips during the year.

Squaxin Island coordinates with Mason Transit in a number of ways. The Kamilche Transit Center is used by both operators, which allows for passengers to transfer from one system to another. The tribe provides in-kind services by maintaining the Transit Center. Also, Mason Transit performs maintenance for tribal vehicles. A longer term plan is for the tribe to engage in vanpool services, another opportunity to coordinate with Mason Transit.

## **Skokomish Tribe**

Tribal programs serve limited community transportation needs; tribal government leaders, program directors and community members consistently cite expansion of tribal transportation options to be a priority for the tribe.

Current transportation-related services include:

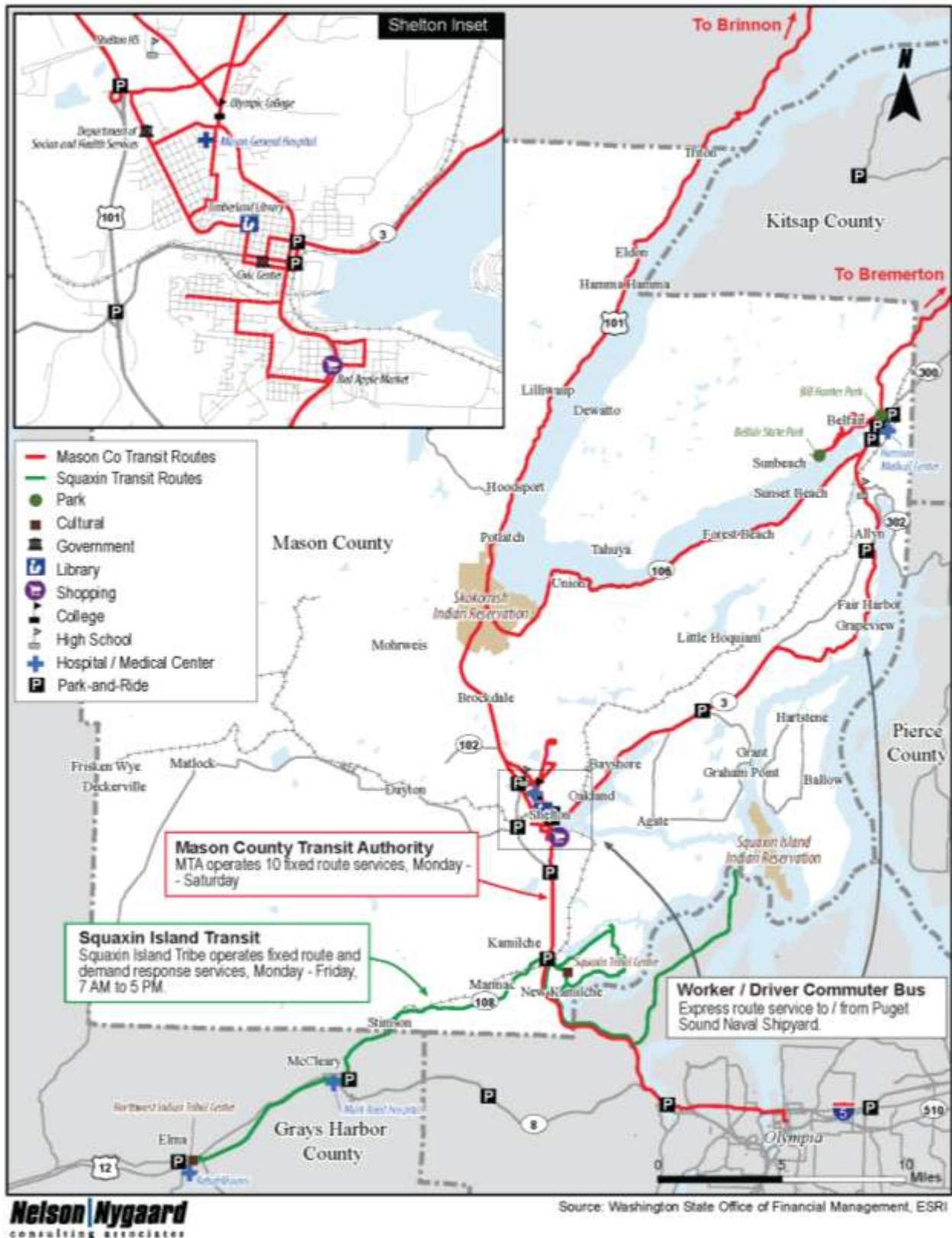
- **The Head Start school bus:** transportation is provided to preschool children living on the reservation who attend Skokomish Head Start programs
- **Transportation for Tribal Elders:** Community Health Representatives (CHR's) use tribal vehicles to transport Elders to medical and social service facilities on and off the reservation
- **Youth transportation:** Special bus and van services for youth for off-reservation travel to educational and cultural activities

The Tribe promotes ongoing coordination with the Mason Transit Authority to establish, preserve and expand accessible and effective public transportation pick-up and drop-off locations near the tribe's community and business facilities through Dial-A-Ride, fixed route, deviated route and demand response options.

Figure 3-3 on the next page highlights existing transportation services in Mason County.



Figure 3-3 Existing Transportation Services, Mason County



## **Kitsap County**

As mentioned previously, this plan includes the rural portions of Kitsap County because the urban areas are covered by the Puget Sound Regional Council. However, this section of the report outlines all of the major transit services provided within Kitsap County because it may be useful to know the full range of transportation options within the county.

### **Kitsap Transit**

Kitsap Transit is a Public Transportation Benefit Area located in Kitsap County that began providing services in early 1983. Kitsap Transit's nine-member board of commissioners consists of three Kitsap County commissioners, two Bremerton City council members, and mayors of the four incorporated cities in Kitsap County: Bremerton, Port Orchard, Poulsbo, and Bainbridge Island.

As of July, 2010 Kitsap Transit employs:

- 238 employees in the Operations Department
- 53 employees in the Vehicle Maintenance and Facilities Departments
- 54 employees in the Administration Department, including Service Development, Capital, Finance, Human Resources, and Executive

Kitsap Transit's administrative offices are located at 60 Washington Avenue, Suite 200 in Bremerton. The primary maintenance and operations facility is at 200 Charleston Boulevard in Bremerton.

### **Service Characteristics**

#### *Fixed Route Bus Service*

Kitsap Transit operates 39 fixed routes Monday through Friday. Of those, 15 are commute-hour only routes, timed to meet ferries. During commute hours many of these all-day routes are also scheduled to meet Washington State Ferries at Bainbridge Island, Bremerton and Southworth. The headways for routes that operate all day are usually one hour. Weekday service operates from 4:00 AM to 9:30 PM.

#### *ACCESS Program*

ACCESS Services provides door-to-door or curb-to-curb transportation to older adults and people with disabilities, who are unable to use the fixed route transit system. Trip purposes include medical appointments, shopping, social visits or any other destination within Kitsap County. ACCESS also provides general public dial-a-ride in portions of Kitsap County.

The ACCESS VanLink program is designed to provide local social agencies with vans to transport their clients themselves. This program gives the agencies the ability to schedule client outings, work programs, daycare and training as their schedule dictates. VanLink gives social service agencies more control over scheduling client outings or work programs since each agency operates their vans with their own staff.



### *Vanpool Program*

Kitsap Transit operates a vanpool program for commuters, allowing them to ride together to their workplace. Vanpool rates are determined by the size of the van, the number of miles traveled on the vanpool route and the number of passengers on board.

### *Worker/Driver Program*

Kitsap Transit operates a Worker/Driver program, which offers another commuting option. Worker/Driver buses are driven by full-time employees (“worker”) of the military facilities who are also part-time employees of Kitsap Transit (“drivers”). Buses operate much like a large carpool. The driver boards their bus near their home in the morning and travels to work, picking up co-workers along the way. After work, they hop back in their bus with their co-workers and drop them off on their drive home.

Passengers may pay their fare with cash, an ORCA card, a Worker/Driver monthly pass, or a Transportation Incentive Program (TIP) pass. The TIP pass is available to Department of Navy employees to help reduce their daily contribution to traffic congestion and air pollution, as well as expand their commuting alternatives. The majority of passengers pay for this service using a TIP pass since the program pays for the entire cost of the pass.

### *Ferry Service*

Kitsap Transit operates a Foot Ferry (passenger-only service) between Bremerton and Port Orchard and between Bremerton and Annapolis. In 2009, the ferry carried 473,857 riders. The Bremerton-Port Orchard route runs from 4:30 AM to 9:00 PM on weekdays and from 8:30 AM to 8:00 PM on Saturdays. The Bremerton-Annapolis route operates during peak hours on weekdays, from 6:00 AM to 7:50 AM and from 3:30 PM to 6:00 PM.

### *Fares/Passes*

- The one-way cash fare is \$2.00.
- Monthly passes are \$50. The monthly bus pass is good on scheduled fixed-route buses and on the Kitsap Transit Foot Ferry.
- The Worker/Driver monthly pass is \$75.
- A Transportation Incentive program offers a pass, in which the federal government pays the bus fare for holders of the pass.

## **Service Connections and Coordination**

The following lists Kitsap Transit service connections:

- **Bremerton Transportation Center** with connections to Washington State Ferries, Kitsap Transit Foot Ferry, Mason Transit and other Kitsap Transit bus routes
- **Bainbridge Island Ferry Terminal** with connections to Washington State Ferries and other Kitsap Transit bus routes
- **Kingston Ferry Terminal** with connections to Washington State Ferries and other Kitsap Transit bus routes
- **Southworth Ferry Terminal** with connections to Washington State Ferries

- **Port Orchard Ferry Dock** with connections to Kitsap Transit's Foot Ferry and other Kitsap Transit routes
- **East Bremerton Transfer Center** with connections to other Kitsap Transit bus routes
- **West Bremerton Transfer Center** with connections to other Kitsap Transit bus routes
- **Kitsap Mall Transfer Center** with connections to other Kitsap Transit bus routes
- **Poulsbo Transfer Center** with connections to other Kitsap Transit bus routes and Jefferson Transit
- **Kitsap Transit** operates routed and Worker/Driver service to 25 Park & Ride lots throughout the county

In addition, there are three lots that are used for carpools, vanpools and the Worker/Driver Program only; they are not served by fixed-route buses.

Kitsap Transit provides service to many of the elementary, middle and high schools in its service area, as well as both branches of Olympic College.

## **Tribal Transportation**

The Port Gamble S'Klallam and Suquamish Tribes do not currently provide public transit services. However, Kitsap Transit operates two routes that serve the Suquamish Tribe and the Port Madison Indian Reservation.

Figure 3-4 on the next page highlights existing transportation services and activity centers in Kitsap County.

**Kitsap Transit Fixed Routes**  
Kitsap Transit operates 39 fixed routes (15 are commute-hour only), Monday-Friday, 4:00 AM-9:30 PM.

**Kitsap Transit Foot Ferry**  
Kitsap Transit operates a passenger-only ferry between Bremerton and Port Orchard, Monday-Saturday and between Bremerton and Annapolis, weekdays only.

**Legend:**

- College
- Hospital / Medical Center
- Shopping
- Community Center
- Senior Center
- Transit Center
- Park-and-Ride
- Ferry routes
- Kitsap Transit Fixed Routes
- Kitsap Transit Purdy Connection
- Kitsap Transit Foot Ferry
- Urbanized Area
- Indian Reservations

**Notes:** This plan will include only the rural areas of Kitsap County. Puget Sound Regional Council is responsible for including the urban areas of Kitsap County into a Coordinated Plan.

**Source:** Washington State Office of Financial Management, ESRI July 2010



## **Chapter 4. Emergency Planning**

Not unlike other parts of the country, the Peninsula Region is susceptible to natural disasters or other emergencies, such as flooding, fires, snow storms, landslides, earthquakes, hazardous waste, flu epidemics, terrorist attacks, etc. The region is particularly vulnerable due to its isolation, geographic constraints and distance from urban centers should major roads be closed for any reason. As most disasters cannot always be predicted, it is important to plan for and be prepared to respond to emergencies in a timely manner in order to mitigate their damages.

In recent years, more attention has been paid to the importance of emergency planning and the role public transit operators can play, especially in evacuating residents of nursing homes or other care facilities, persons with disabilities or others who are not able to transport themselves. This section of the plan provides examples of how public transit agencies within the Peninsula Region coordinate with local emergency management systems.

### **Clallam County**

Clallam Transit and Paratransit Services are involved with emergency management within Clallam County; these agencies meet monthly with other agencies and participate in table top exercises. Clallam Transit has joined a federally funded radio system, so all modes of emergency services are on the same radio frequency. This regional radio system is based on a Voice over Internet Protocol (VoIP) Network that emphasizes interoperability between a wide-ranging group of public agencies.

Clallam Transit also participates in emergency exercises with the local hospital to prepare for medical emergencies or evacuations, if needed.

Several tribes are also involved with emergency planning. The Jamestown S’Klallam Tribe has partnered with Clallam County and is a partner to their emergency plan. The Makah and Quileute Tribes have developed and adopted their own Emergency Management Plans. The Quileute Tribe is in the process of updating this plan, and is also seeking to fund a full time position to oversee emergency management activities. Tribal staff is also beginning to work directly with staff from Clallam Transit and Jefferson Transit to develop a transit operators policy and procedures manual to reflect the role transit would plan in the event of an emergency.

### **Jefferson County**

At present, Jefferson Transit is not involved with emergency planning in Jefferson County, and would like to initiate efforts similar to those in Mason, Kitsap and Clallam Counties.

### **Kitsap County**

Kitsap Transit is involved in emergency planning in Kitsap County via the County’s Department of Emergency Management. Kitsap Transit’s responsibility during emergencies is to respond to their seat at the County’s Emergency Operations Center and, from there, coordinate all human transportation, including assistance with evacuation. Kitsap Transit actively participates in table-top drills and emergency exercises, and was a member of a team of participants that participated in a week-long training sponsored by the Federal Emergency Management Agency and located at their facility in Emmitsburg, MD.

The Port Gamble Tribe has developed and adopted an Emergency Management Plan.

## **Mason County**

Mason Transit is actively involved with emergency planning at the county level. Specifically, it participates in table top exercises intended to prepare for potential disasters or emergencies. The purpose of these exercises is to review and update protocol and chains of commands, review roles and responsibilities, develop a plan of action among various participants, and to test equipment. Mason Transit is seen as a key player to assist with evacuations in the case of snow storms, flooding, or fires and in the past has transported people into shelters and back to their homes. The American Red Cross keeps emergency supplies at Mason Transit.

A variety of funding sources are used to support emergency planning; most of them are federal funds. However, some funds are limited as to what they can be spent for; for example, federal funds cannot be used to repair county roads. Agreements are in place between the County Department of Emergency Services and Mason Transit, but they need to be updated.

The Skokomish Tribe receives federal funds for emergency management and the Skokomish Law Enforcement are First Responders for Lower Hood Canal in the FEMA plan. It has also developed and adopted an Emergency Management Plan.

## **Chapter 5. Unmet Transportation Needs**

This chapter summarizes the range of unmet transportation needs that were identified through stakeholder input and research. Stakeholder input was gathered through stakeholder interviews conducted in person and by telephone, as well as in two initial meetings convened in June 2010. Thirteen people were interviewed, including representatives from human service organizations, transit agencies, and area tribes. Additional steps were taken to solicit input from all of the designated Native American tribes within the PRTPO region. Tribal representatives were asked to review the portion of the previous plan describing unmet transportation needs and revise as necessary. In addition, this chapter includes transportation needs that were identified in the 2007 Regional Human Services and Public Transit Coordination Plan.

In large part, the four PRTPO counties share similar constraints when it comes to meeting transportation needs. Their location on the Olympic and Kitsap Peninsulas means that transportation is somewhat constrained by adjacent waterways. In addition, the area is divided by the Olympic National Park making east-west trips challenging. Importantly, these counties are predominantly rural in nature and have few incorporated cities; both Mason County and Jefferson County have only one incorporated city per county. Jefferson and Clallam Counties have the lowest population densities with 16 people per square mile and 36 people per square mile, respectively. Mason County has 52 inhabitants per square mile and Kitsap County is the densest with 585 people per square mile<sup>7</sup> (This takes into consideration the larger cities of Bremerton and Port Orchard, which are not included in this plan); the rural portions of Kitsap County resemble the other PRTPO members with respect to density. Tribal lands are located throughout these counties, primarily in rural locations where it is difficult to access regional transportation services.

While the larger communities in these counties have more transportation options available to them, some outlying communities and some reservation communities have limited or no service. In short, for many rural communities, access to basic needs (groceries, shopping, etc.), social services, and medical facilities is difficult.

This chapter summarizes transportation needs in the Peninsula counties, including the 10 local tribes. As stated earlier, it is based on stakeholder interviews, research, and it builds upon findings from the previous coordinated plan. It is important that the transportation needs are accurately reflected as the needs assessment is the foundation for the development of transportation strategies. The chapter errs on the side of inclusiveness and no attempt has been made to prioritize or validate the needs.

### **Maintain and Improve Fixed-Route Transit**

All counties are served by public transit systems which focus their services in larger urbanized population centers, but also provide services in more rural areas. The four county transit systems provide a combination of fixed-route and deviated fixed-route service within and between communities. In addition, some tribes provide fixed-route or deviated fixed-route service.

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<sup>7</sup> Based on 2000 Census information

One of the most important needs with respect to fixed-route service is to avoid service cutbacks by **maintaining current levels of service being provided by regional transit systems and other providers within the area**. Maintaining current levels of service involves the following:

- **Maintain existing service levels** on fixed route and paratransit services
- **Sustain current service levels** on transit systems in adjacent counties to promote regional travel options
- **Maintain current service levels in economically disadvantaged areas, including tribal lands**, to promote travel options and safety, and travel to vital goods, services, and educational/ employment opportunities
- **Develop vehicle replacement program** to sustain service levels

Although valuable linkages are provided by public transit agencies, there are limitations with respect to service coverage, service span, weekend service, and frequency, which is typical of rural, sparsely populated counties. Limited transportation funding prevents local transit agencies and tribes from providing as much service as is needed. Stakeholders spoke about the following needs:

- **Increase service coverage:** Service areas and coverage have been reduced in recent years; notably, stakeholders mentioned that Kitsap Transit has made reductions in coverage. This includes adding service coverage between reservations.
- **Lengthen service span:** Mentioned frequently by stakeholders, service hours should be extended so that bus service operates earlier in the day and later in the evening. This is especially true for people working entry-level jobs who need to work outside of the 9:00 AM-5:00 PM workday. Additionally, those commuting to locations such as Seattle and Kingston have trouble using local public transit given the service hours. In addition, some mentioned that the current service hours limit those who use transit for recreational purposes. This is also important to reservation communities; tribes with casinos have workers arriving for shift hours 20 hours a day. Also reservation to reservation services to allow families to visit and access services.
- **Increase weekend service:** The lack of weekend service is a challenge for those who need transit for employment transportation and for those making medical, shopping, social, or other types of trips. Jefferson Transit is the only county transit system that offers Sunday service in the region. The lack of Sunday service makes it difficult for Jefferson County residents who want to travel regionally and for the other counties' inhabitants who would like to or need to travel on this day. Increasing service span and frequency on Saturday is also desired.
- **Increase frequency:** Although stakeholders would like to see more frequent service, it was mentioned less often than other needs, such as expanding service area and hours. Infrequent service makes it difficult to make convenient transfers.

Adding new service will require **obtaining new vehicles to maintain and expanding service levels**. All of the service improvements mentioned above will require **increased transportation resources and funding**.



## **Maintain and Expand Paratransit Services**

In accordance with the Americans with Disabilities Act (ADA), eligible persons must be provided services within  $\frac{3}{4}$  mile of fixed-route service during the same days and times that fixed route services operate; it is up to the discretion of the transit agency to decide if service will be provided outside of that area.

The following details paratransit needs in the Peninsula:

- **Improve paratransit service:** Paratransit programs may have limited availability or experience other constraints, such as long wait times for passengers.
- **Maintain higher level of paratransit service (outside of  $\frac{3}{4}$  mile) where it is provided:** Some of the transit agencies, such as Clallam Transit and Kitsap Transit, go beyond the minimum ADA requirement when providing paratransit services by extending the service area outside of the  $\frac{3}{4}$  mile boundary. Stakeholders were concerned about maintaining this extra level of service because it is needed for those living outside the service area and there may not be enough funding to sustain it.
- **Improve transportation service for those outside of  $\frac{3}{4}$  mile service area:** Complementary paratransit is limited to eligible passengers who live within  $\frac{3}{4}$  mile of fixed route, as this is the ADA requirement. Those who live outside of that catchment area have few services available to them, although there some volunteer programs that provide trips. Tribal reservations tend to be in more remote locations where fixed route does not operate, and therefore not subject to ADA paratransit service requirements.

## **Enhance and Create Service in Rural Areas**

Given the rural nature of the counties, there are communities without any—or with limited—available public transportation. In large portions of the counties, the population is not concentrated enough to provide comprehensive public transit everywhere. Therefore, isolated and small populations can be difficult to serve with public transportation. As stated previously, tribal lands tend to be located in rural areas and have a strong need for transportation in order to be able to access regional economic opportunities as well as necessary goods and services. Furthermore, many people need transportation onto tribal lands, as many serve as major employers. The following outlines the needs and challenges faced by people living in rural areas:

- **Support those living in remote areas:** Many people live in unincorporated areas, and in Clallam and Jefferson Counties, a considerable number live along the coast. This dispersion, as well as extreme topography and difficult road conditions, makes it challenging to efficiently serve the population with transit and paratransit services. Where people are served with paratransit, the service can frequently be late.
- **Improve access to critical services:** Many areas within the Peninsula are rural, low-density and a long distance from larger urban areas. Many critical services, including higher education, social services, major medical care, and bulk shopping are not available in close proximity and require long-distance travel. Increasing transportation options to these services is important for these communities.
- **Improve travel options within rural areas and from rural areas to more populous locations:** Area inhabitants need to travel throughout the region for social, medical, and work trips. However, lower population densities make it difficult to provide transit services to all the locations where people would like to travel.

- **Provide family-oriented transportation:** Families need assistance in transporting youth to and from after-school programs and extracurricular activities, as well as to and from day-care service. In addition, various educational and recreational programs require after-school transportation in order to get youth to the various activities. This is particularly important for low-income populations who may not be able to afford a private vehicle and who may have long work trips.

## **Improve Long-Distance and Intercounty Travel**

Many of those living in the Peninsula need to travel frequently between counties and to travel longer distances, such as to Seattle. **A lack of transportation funding makes it challenging for Peninsula inhabitants to make long-distance trips and to make intercounty connections.** The following were cited as transportation needs:

- **Provide convenient long-distance travel, especially to Seattle and the Puget Sound area:** Many cited the importance of having convenient transportation to major urban centers, such as Seattle, for medical appointments, shopping and commute transportation.
- **Improve and coordinate intercounty connections:** Traveling from one county to another is difficult due to differences in service hours, route connections, etc. There is a lack of transit connections that allow residents of rural areas as well as in the larger communities to travel longer distances to work as well as classes/training and community colleges. One way of achieving this is to improve coordination among county transit agencies and other resources throughout the region.

## **Meet Transportation Needs of Older Adults**

As is the trend across the country, older adults are becoming a higher percentage of the PRTPO population. The four counties have significantly higher percentages of older adults—especially Clallam and Jefferson Counties which have twice the percentages of older adults as Washington State—and significant numbers live in the most rural areas; this accentuates their need for transportation services as they likely must travel longer distances to get to their medical, shopping, and social appointments.

Meeting their transportation needs will be an ongoing challenge.

- **Provide and improve services that support those “aging in place”:** It is important for older adults to have accessible transportation services in order for them to keep their independence and to allow them to “age in place”. This is particularly challenging in rural areas, where the population continues to age and populations are more dispersed, making it difficult to provide transportation services efficiently.
- **Provide additional transportation services where paratransit does not meet the need:** There is a need for additional transportation services to meet the needs of older adults, especially those living outside of paratransit service area.

## **Provide Services for Low-Income Population**

It is especially difficult to meet the transportation needs of low-income populations when they live in more dispersed and rural areas. Currently, public transit does not serve all of the rural portions of the counties on weekdays. Where there is bus service, there are also limitations with respect to early and later evening service and there is no Sunday bus service.

- **Expand Job Access Transportation:** Area residents need transportation service enhancements that support improved access to jobs or training opportunities. Most entry-level jobs (nursing homes, office jobs, hospitality industry, agriculture) are located in larger population centers, such as Port Angeles, Port Townsend, Shelton, Bremerton, etc. Many entry-level jobs require employees to be at work during non-traditional commute hours, such as early in the morning, late at night or on weekends. People working these lower-income positions often do not have enough money to purchase, maintain, and fuel a private automobile and rely on public transit or other means to get to work. Job access in the four counties would be improved by implementing service to job centers during key times.
- **Make transportation more affordable:** The affordability of transportation is a concern for low-income populations. Long-distance trips are especially expensive and may be required for those traveling for work, medical appointments, etc. Some stakeholders mentioned that Kitsap Transit has increased its rates, implemented service cuts and reduced its boundaries; these factors have made transportation less accessible and affordable<sup>8</sup>.

In Kitsap County, some have been concerned about the regional ORCA card and how it relates to the elimination of transfer slips.

- **Provide transportation to critical services for low-income populations:** Low-income populations need transportation to critical services. The Community Transportation Committee in Kitsap County, formed to advocate for low-income populations, said that many people have to walk long distances from the food bank, which is particularly challenging given the loads that they are carrying. The committee is looking in to the feasibility of establishing a Food Bank Shuttle.
- **Create transportation services that will support the economic development of local tribes:** Access to transportation is a critical component of an economic development strategy for the tribes. Tribal members need access to higher education, job training programs, and regional job opportunities. This means that tribes need local circulator services on their reservations as well as connections to regional transportation.

## **Improve Services for Persons with Disabilities**

People with disabilities have challenging transportation needs as many cannot drive and depend on public transportation for a variety of trip types. Those who have a disability, but do not qualify for paratransit or are outside of the service area have particular difficulties.

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<sup>8</sup> In recent years, Kitsap Transit, as well as other agencies, have experienced increases in the cost of fuel and health care in combination with decreases in sales tax revenue. In order to come in line with these decreased revenues and increased operating costs, Kitsap Transit had to implement fare increases and service reductions/combinations.

Many people with disabilities have entry-level jobs, which often require working during the evenings and on weekends. This is precisely the time when public transit runs infrequently or not at all.

Some stakeholders mentioned that the Department of Social and Human Services recently changed the way in which they operate their programs for persons with developmental disabilities. Instead of providing group-oriented services, individual case plans are now more common. This creates more challenges to link services between housing and employment training, especially if they are not located on bus routes.

- **Improve quality of paratransit services:** Enhancing service for those that qualify for paratransit might include reducing wait times and facilitating intercounty transfers.
- **Enhance fixed-route services to meet needs of people with disabilities:** Many stakeholders cited the lack of early morning, later evening, and Sunday service as a barrier to effective transportation services that impact the transit dependent.
- **Focus Emergency Service Plan on transportation needs of special needs population:** Not all counties have an Emergency Services Plan that spells out how people with special needs will get around in the event of an emergency such as an earthquake or other natural disaster.
- **Provide additional transportation services where paratransit does not meet the need:** There is a need for additional transportation services to meet the needs of people with disabilities, especially those living outside of paratransit service area. Some have mentioned the need for new or expanded volunteer driver programs.

## Meet Transportation Needs of Veterans

The two closest Veterans Administration (V.A.) hospitals to the Olympic Peninsula are located in Central Seattle and at American Lake in Lakewood. There are also smaller health care centers, Community Based Outreach Clinics (CBOC), in various communities, including Port Angeles and Bremerton. Some veterans living in rural areas have access to Fee Services, which entitles them to receive medical coverage from a private provider with costs paid for by the V.A. It is a popular program as many veterans in rural communities prefer receiving their medical services locally to having to make long trips to an authorized medical facility.

The distance to get to and from medical facilities from most communities within the Peninsula region is a challenge—it can take up to five hours one way. Many veterans take advantage of services provided by the private non-profit agency, Disabled Veterans of America (DAV), which operates a volunteer transportation program.

- **Coordinate regional transportation resources to improve transportation for veterans:** Currently, there is little or no coordination with public transit services. A centralized infrastructure is needed to allow for trip planning capacity.
- **Establish mobility manager to promote coordination:** A mobility manager is needed to promote coordination and to manage the various veterans' transportation programs.
- **Use paratransit services more efficiently:** There is a need for better use of paratransit services, especially for the remote, rural areas. Some people have to travel 20 miles just to get to transit. Also, opportunities to coordinate efforts with the Medicaid non-emergency program need to be explored.

- **Bring critical services/programs to those in remote areas:** If long distances cannot be covered, there should be efforts to bring critical services to veterans in remote areas.

## **Meet Tribal Transportation Needs<sup>9</sup>**

Within the PRTPO area, there are 10 tribes with varying transportation needs and resources. The following very broadly summarizes their transportation needs:

- **Create and maintain local transportation services:** There is a need for transportation within tribal lands to access local services, social functions, employment opportunities, and between medical care and social services.
- **Promote regional transportation options for tribes:** There is a need for regional transportation connections so that services such as specialized medical care, employment opportunities, and vital goods and services can be accessed off of reservations.
- **Make use of limited transportation funds through coordination:** Tribes, especially those with smaller budgets, have limited local funding for transportation services. Therefore, coordination will help with increasing efficiencies and decreasing costs. Many tribes have already established coordination models with each other, or with local public transit agencies. These efforts serve as a good starting point for future enhancement of coordination activities.
- **Obtain funding to begin or improve available transportation services:** Transportation funding is needed for tribes to begin or improve transportation services. This includes resources for vehicle procurement, operating funds, and dedicated staff.

Transportation services are *critical for economic development of all of the tribes*. Without access to quality transportation services, the tribal members and businesses cannot fully take advantage of regional economic opportunities. In addition, transportation is important for accessing necessary goods and services.

The following outlines some, but not all, of the specific challenges and needs of PRTPO tribes:

### **Makah Tribe**

- **Assist transit-dependent with accessing critical services:** Public facilities are primarily concentrated in Neah Bay. However, the reservation has limited road infrastructure and the tribal populations are widely dispersed, making it challenging for the low-income, elderly and handicapped to access essential services.
- **Improve public transportation:** There is a need to provide reliable public transportation for low-income people, older adults, and people with disabilities as well as the general public to primary destinations such as the General Store, Post Office, Health Clinic, Makah Tribal Government Business Offices, Senior Citizen Program, Social and Health Services, Commodities Program and connections to the Clallam Transit Service.

### **Lower Elwha S'Klallam Tribe**

- **Establish bus stop and improve accessibility:** There is no official Clallam Transit bus stop at the Lower Elwha Health Clinic on US 101, but the bus will stop on the shoulder. Passengers who use public transit eastbound must cross highway traffic to use the bus.

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<sup>9</sup> The Hoh Tribe did not submit their transportation needs for this report.

## **Jamestown S’Klallam Tribe**

- **Establish transit service and paratransit services to the tribal governmental facilities and the 7 Cedars Casino:** The Tribe does not currently operate any transit services. Tribal citizens can access the local transit systems, Clallam Transit and/or Jefferson Transit, for transportation within the limits of each transit agency’s service area. However, service is infrequent and access to public transportation for the Tribe’s elderly and handicapped is severely limited.
- **Establish safe, secure bus stops for both east- and west-bound transit users (i.e., covered shelters).** In particular, the existing eastbound stop on US 101 at the Tribe’s South Campus does not have a bus shelter or lighting.

## **Quileute Tribe**

- **Establish vehicle replacement program to maintain service.** One of the Tribe’s top priorities is to acquire funding that will replace the buses and ensure safe and reliable shuttle service for the community. The vehicles are currently past their life expectancy and without new vehicles service cannot continue past 2011. The Quileute Tribe is in the preliminary stages of creating interlocal agreements that partner their shuttle service with Clallam Transit and Jefferson Transit to increase service and efficiency while decrease total costs for all three agencies.
- **Hire additional staff person to oversee shuttle operations and act in a dispatch capacity.** Quileute TANF employs two full-time shuttle operators and four quarter-time drivers, but does not have funding for a dispatch coordinator or transit manager. In order to become the sole provider of service for the La Push community and decrease the costs for Clallam Transit, a mobility coordinator must be hired to facilitate the management of the Quileute Community Shuttle Program.
- **Improve communications system:** Currently, there is no way for the Tribe to communicate with Jefferson and Clallam Transit and no way to communicate with emergency personnel because there is not adequate cell phone reception on the reservation. A Citizens’ Band (CB) system is needed to ensure effective communications between agencies, with dispatch and first responders. This will ensure transfers are made, allow for more efficient deviated fixed-route service, and will greatly improve safety for passengers and the community. Currently, Jefferson and Clallam Transit use CB system for communication between the two agencies.

## **Squaxin Island Tribe**

- **Maintain current service:** Squaxin Transit is the only public transit service for residents of the Squaxin Island Reservation. Squaxin Transit provides essential on- and near-reservation service and critical connections to major employment, shopping and medical service centers in Thurston and Mason Counties. Squaxin Transit operates a Transit Hub at the US 101/SR 108 interchange, and coordinates with Mason Transit Authority to meet regional transportation needs.
- **Establish demand response program:** The Tribe currently operates deviated fixed route services and would like to move to a demand response program to better serve the community. A demand response system would allow for more flexibility in meeting client needs.

Implementation of this change is contingent on operating funding. The 2008 Long Range Transit Plan, developed by LSC Consulting and funded by FTA and CTAA, states that the community would be better served by demand response service. Ridership data indicates that the community would be better served by demand response service. Nearly half the time (46%), there are no riders at fixed route stops. Multiple passengers at a single stop account for 37% of the pick-ups. The change to demand-response will more specifically meet the needs of community members as it reduces vehicle miles traveled and the related fuel and maintenance costs.

- **Address needs of those working late shifts:** The Tribe also plans to address the unmet needs of those who work late shifts in the commercial area. They would like to extend service hours and add vanpool capacity to accommodate workers who get off their shifts at night and need transportation back to the housing area.

## **Quinault Tribe**

The Quinault Tribe needs transportation around its reservation and connection to existing transit providers in order to access employment, medical services, and personal needs. More specifically the tribe has identified the following needs:

- **Provide transportation for residents of Queets and Amanda Park** to access governmental services, medical appointments and jobs
- **Establish a connection to Grays Harbor Transit and Jefferson Transit** to improve regional connections
- **Provide transportation throughout the reservation** to access local services and events
- **Provide weekend service on the reservation and to Grays Harbor**

The Quinault Tribe's new Rez Racer service, scheduled to begin in November 2010, will address many of these transportation needs.

## **Skokomish Tribe**

The 2009-2011 Skokomish Transit Plan recommends the following services:

- **Establish fixed route shuttle service to loop through the reservation:** There is a need to link the government service offices to businesses and residential areas.
- **Maximize existing services through education, outreach and coordination:** People said that they don't know enough about the services provided by Mason Transit nor how to access those services.
- **Establish vanpools to transport people to work and school in Shelton and Olympia:** Work with Mason Transit to establish a vanpool program.

## **Promote Coordination and Outreach**

Promoting coordination and education throughout the region will be critical for making the most of limited transportation resources and improving access to service.

- **Improve regional coordination:** Efforts should be made to improve coordination among regional transit providers to ensure that their services connect with each other, that service policies are as consistent as possible, and that there is a forum for information sharing among the various transit agencies and Tribes that sponsor public transportation

services. This will assist transit agencies and Tribes with decreasing costs and increasing efficiencies.

- **Upgrade radio infrastructure:** The PRTPO transit systems need to upgrade their radio equipment so that they can communicate effectively. This will improve their ability to coordinate internally and regionally.
- **Improve access to transit information:** Area residents need a website and one-stop call number so they can easily access information about all of the available transportation services.
- **Implement travel training:** Some older adults and disabled passengers could benefit from travel training, which assists new and existing riders with learning about available transportation services. This is especially the case where services may have recently changed and where existing programs are not able to provide training.



## **Chapter 6. Proposed Transportation Projects**

This chapter outlines the process by which proposed transportation projects were identified at county level meetings. It also presents a summary of these projects in Table 6-1.

### **County Level Meetings**

Potential project sponsors met at the county level to define and describe potential grant applications specific to their county. These meetings were convened and hosted as follows: Clallam and Jefferson stakeholders met together at Clallam Transit on Friday, August 20 from 10:30-12:00, and Kitsap and Mason County stakeholders met together at Mason Transit on Thursday, August 26 from 10:00-12:00.

At the meeting, two attendees from each county were chosen to attend the September 8<sup>th</sup> regional meeting, where identified projects were prioritized. Representatives were selected from the following organizations: Clallam Transit, Olympic Area Agency on Aging, Mason Transit, the Squaxin Island Tribe, Kitsap Transit, Paratransit Services, Jefferson Transit and OlyCAP. Chapter 7 describes the process and outcome of this meeting in greater detail.

### **Process for Project Identification**

Project sponsors filled out templates articulating proposed transportation projects and included the following information:

- Project sponsor and contact information
- Project description
- Whether the project is new or continuing
- The transportation need that it will address
- The service area
- Transportation mode
- Estimated project cost

Figure 6-1 presents a summary of the 26 proposed transportation projects, including the project sponsor and description. The templates for all proposed projects are located in Appendix B of this document. Eight projects from Clallam County, four projects from Jefferson County, one from Kitsap County, and 13 projects from Mason County were submitted. Proposed projects include a mix of operating and capital projects with most focusing on sustaining or enhancing existing service. The Quileute, Makah, Skokomish, and Squaxin Island Tribes submitted projects.

**Figure 6-1 Proposed Transportation Projects**

Project Number	Project Sponsor	Project Description
<b>Clallam County</b>		
1	Clallam Transit	Continued operating support for the very rural transit routes in the west end and coastal area of Clallam County operated by Clallam Transit.
2	Clallam Transit	Purchase one 35' bus and four 40' buses in 2011/13 biennium to replace aged high-mileage heavy duty coaches
3	Clallam Transit	Replace the inefficient Paratransit radio system and merge into the OPSCAN-based Transit network
4	Jamestown/S'Klallam Tribe	Provide additional service to Blyn through an operations subsidy to Clallam Transit
5	Quileute Tribe	Purchase of new buses and necessary communications equipment.
6	Quileute Tribe	Hire a mobility communications manager
7	Makah Tribe	Operating Assistance
8	Paratransit Services	Replacement Vehicles for Clallam Paratransit
<b>Jefferson County</b>		
9	Jefferson Transit	East Jefferson County Service - Sustain core fixed route & ADA mandated transit services to individuals with special needs and in economically disadvantaged areas
10	Jefferson Transit	West Jefferson County Service--Sustain core fixed route transit service between Forks and Amanda Park, along US 101, Monday through Saturday
11	OlyCAP	Replacement vehicle to sustain and preserve the existing Job Access Reverse Commute (JARC) program in Clallam and Jefferson counties
12	OlyCAP	Operations support to continue low-income transportation services in Clallam and Jefferson Counties
<b>Kitsap County</b>		
13	Paratransit Services	Improve services to veterans by allowing VA Riders to share non-emergency transportation trips through Medicaid brokerage
<b>Mason County</b>		
14	Faith In Action	Maintain and expand current escorted transportation services to seniors and ambulatory disabled.
15	Faith in Action	Hire a Regional Transportation Coordinator
16	Faith in Action	Work in partnership with North Mason County Resources and veteran's organizations in order to own and operate a vanpool program to American Lake and Seattle VA.
17	Mason Transit	Sustain existing demand response service that will enable persons with special needs and the general public to reach employment-related and other basic needs transportation. Priority #1.
18	Mason Transit	Sustain regional connections with adjacent transit systems to provide seamless transportation on the peninsula. Priority #2.

**Regional Human Services and Public Transit Coordination Plan Update**

## PENINSULA REGIONAL TRANSPORTATION PLANNING ORGANIZATION

Project Number	Project Sponsor	Project Description
19	Mason Transit	Sustain zone routes and routed service between Shelton, Lower Hood Canal, Arcadia, Agate and Harstine areas within Mason County. Priority #3.
20	Mason Transit	Replace nine (9) body-on-chassis (BOC) vehicles in-service since 2002/2003/2004 that have exceeded their useful life and the Washington State Department of Transportation (WSDOT) vehicle replacement criteria of four (4) years and/or 100,000 miles. Priority # 4.
21	Mason Transit	Replace one (1) 30-foot coach that has exceeded its useful life and the Washington State Department of Transportation (WSDOT) vehicle replacement criteria of ten (10) years and/or 350,000 miles. Priority #5.
22	Mason Transit	Install security cameras at MTA main base to improve physical security. Retrofit four (4) coaches and twenty-one (21) body-on-chassis (BOC) vehicles. Priority #6.
23	Mason Transit	Fund a Mobility Coordinator position to conduct travel training and coordinate transportation connections inside and outside the Olympic Peninsula. Priority #7.
24	Mason Transit	Replace six (6) bus shelters that are constructed of wood, over 30-years old and have exceeded their useful life. Priority #8.
25	Skokomish Tribe	Provide new 10-hour a day circular fixed route service from Shelton to Hoodspout stopping at the Tribal Enterprises each way. The Skokomish Indian Tribe will contract with Mason County Transit for this service.
26	Squaxin Island Tribe	The project is to continue to operate Squaxin Transit for residents of the Squaxin Island Reservation and the Kamilche area.



## **Chapter 7. Regional Transportation Priorities**

This chapter describes the process by which proposed transportation projects, as described in Chapter 6, were prioritized and presents the results of the prioritization exercise. The process is based on that used for the last funding cycle, which was conducted at the regional level, with representatives from each county participating in the evaluation exercise. The purpose of the exercise was to prioritize projects for the WSDOT grant process.

### **WSDOT Grant Selection**

Once transportation project applications are submitted to WSDOT, an evaluation committee, comprised of WSDOT representatives and others, will rank proposals and assign scores based on established criteria. These criteria are included as Appendix D. WSDOT guidelines allow that additional points be added based on regional rankings and local project priorities are taken into consideration, although they are not guaranteed funding. It is important to note that proposed projects that were identified at the regional level are different than fully developed applications submitted to WSDOT.

Prior to the workshop, WSDOT assigned six “A” (Highest Priority), five “B” (Second-Highest Priority), five “C” projects (Third-Highest Priority), and an unlimited number of “D” projects to the PRTPO area. This assignment is based on that region’s proportionate share of population groups included in the plan. WSDOT asks that RTPOs prioritize its projects and select the appropriate number of A, B, C, and D projects based on the region’s allocation.

### **Regional Meeting Summary**

A workshop to establish regional priorities was held on September 8 at Jamestown S’Klallam Tribal Community Center in Blyn, Washington. The goal for the workshop was to reach consensus on the list of prioritized projects to be submitted as part of the Coordinated Plan that is consistent with guidance issued by WSDOT.

As described in Chapter 6, two representatives from each PRTPO county were selected at the county level meetings to attend the regional meeting. Representatives included:

- Terry Weed, from Clallam Transit and Janet Parris from Olympic Area Agency on Aging representing Clallam County
- Dave O’Connell from Mason Transit and Margaret Foley from the Squaxin Island Tribe representing Mason County
- Danielle Priest from Kitsap Transit and Colleen Clark from Paratransit Services representing Kitsap County
- Peggy Hanson from Jefferson Transit and Rita Houston from OlyCAP representing Jefferson County

Patrick Babineau, PRTPO Project Manager, and Connie Soper of Nelson\Nygaard Consulting moderated the meeting. In addition, project sponsors attended in order to present information about their projects.

Connie Soper began the meeting by presenting a status report on the Coordinated Plan update and described the purpose of the meeting and the process by which projects would be prioritized. Alison Colman of Nelson\Nygaard Consulting reviewed the identified unmet transportation needs with meeting attendees to confirm that this portion of the Coordinated Plan is accurate and comprehensive and that all proposed projects stem from an identified need.

Project sponsors were then given an opportunity to present their proposed projects and take questions from other attendees. When project sponsors were not in attendance, meeting attendees discussed the project to the best of their understanding and reviewed the submitted project template.

Scorers were asked to assign rankings using criteria established in the previous Coordinated Plan, which include:

- Preservation of current service
- Meets documented need
- Promotes inter-agency and service coordination
- Of regional importance
- Supports but doesn't duplicate existing services
- Part of long-term strategy
- Cost effective; sustainable beyond grant period
- Ready to go

In addition, rankers were asked to consider regional equity, the diversity of projects, and competitiveness at the State level when ranking projects.

After all projects were presented by sponsors, county representatives each voted for six "A" projects. The six projects with the highest number of votes were selected as "A (Highest Priority)" and then were removed from subsequent rounds of voting. Next, representatives voted for five "B" projects and then five "C" projects. Where there were tied votes, the group voted again to break the tie. D projects were all of those that were not selected as an A, B, or C project.

Before the voting occurred, Dave O'Connell from Mason Transit decided to remove two projects, #22: Install Security Cameras and #24: Replace 6 Bus Shelters, from the vote and assign them a "D" status.

After all projects were ranked, the group discussed the mix of projects and made some adjustments to favor maintaining existing service. When discussing the results, the group decided to make the following changes:

- Projects #19: Sustain Zone Rotes (Mason Transit) and #25: New Bus Service (Skokomish Tribe) were combined
- Project #7: Operating Assistance (Makah Tribe) was moved from a "C" to a "B" project
- Project #13: New Veterans Service (Paratransit Services) was moved from a "B" to a "D" project

After making these adjustments, the group reached consensus on the prioritization process. The group noted that they regretted not being able to prioritize the Mobility Manager projects higher

than a "D" rating when it is acknowledged that these projects are important and needed throughout the region. It should also be noted that, while highly rated projects focus on continuing or sustaining existing services, there is still a need for enhanced and expanded services.

The results from the prioritization exercise are listed in Figure 7-1.

**Figure 7-1 Results from Regional Forum: Prioritized Projects**

	Project Number	Sponsor	Project Name
<b>"A" Projects</b>			
1	17	Mason Transit	Continue Demand Response
2	1	Clallam Transit	Operating Assistance
3	9	Jefferson Transit	Operating Assistance
4	10	Jefferson Transit	Operating Assistance
5	18	Mason Transit	Sustain Regional Coordination
6	26	Squaxin Island Tribe	Continue Operating Assist.
<b>"B" Projects</b>			
1	19, 25	Mason Transit	Sustain Zone Routes
2	2	Clallam Transit	Bus Replacement
3	4	Jamestown S'Klallam	Operating Assistance
4	11	OlyCAP	Continue JARC service
5	7	Makah Tribe	Operating Assistance
<b>"C" Projects</b>			
1	20	Mason Transit	Replace 9 Vehicles
2	5	Quileute Indian Tribe	Vehicle Replacement
3	8	Paratransit Services	Vehicle Replacement
4	12	OlyCAP	Vehicle Replacement
5	3	Clallam Transit	Radio Replacement
<b>"D" Projects</b>			
1	23	Mason Transit	Mobility Manager
2	6	Quileute Indian Tribe	Mobility Manager
3	14	Faith In Action	Maintain Services
4	16	Faith In Action	Vanpool Program
5	21	Mason Transit	Vehicle Replacement
6	22	Mason Transit	Install Security Cameras
7	24	Mason Transit	Replace 6 Bus Shelters
8	13	Paratransit Services	New Veterans Service